

- If feasible, the building shall be relocated to a lot similar in size and topography to the original.
- The building or structure to be relocated shall be similar in age, style, massing, and size to the existing historic structures in the area in which it will be relocated.
- The building or structure to be relocated shall be placed on its new lot in the same orientation and with the same setbacks to the street as its placement on its original lot.
- A relocation plan shall be prepared prior to relocation to ensure that the least destructive method of relocation shall be used.
- Alterations or additions to the historic building or structure proposed to further the relocation process shall be evaluated in accordance with Secretary of the Interior's Standards.
- The appearance, including materials and height, of the new foundations for the relocated historic structure shall match those original to the building or structure as closely as possible, taking into account applicable codes.
- Licensed professional building movers shall be used to relocate a historic building.
- Whenever possible, buildings shall be moved in one piece. If problematic structural or relocation route conditions preclude moving a building as a single unit, then partial disassembly into large sections is acceptable. Total disassembly of building components shall be avoided except under extreme situations.
- Buildings or their components shall be protected from damage during the moving process by adding bracing, or strapping, or by temporarily infilling door and window openings for structural rigidity.

***Demolition of Historic Buildings.*** Demolition shall only be considered after all other possible mitigation, such as rehabilitation, and relocation, have been determined to be infeasible. The negative effects of historic building removal may be reduced by carefully documenting the appearance of a building and its site and by salvaging historic materials for reuse. Documentation shall be conducted prior to demolition and shall include the preparation of Level I HABS. This document shall include:

- Drawings: a full set of measured drawings depicting existing or historic conditions.
- Photographs: photographs with large-format negatives of exterior and interior views; photocopies with large-format negatives of select existing drawings or historic views where available.
- Written data: History and description.

Important features and materials of a building and its site shall be salvaged to the extent feasible prior to demolition. These can be recycled for use in similar buildings undergoing repairs or rehabilitation. Suitable items may include:

- Hardware, light fixtures
- Columns, baseboards, cornices, and other decorative trim
- Paneling and other decorative wall or ceiling finishes
- Mantels, staircases, siding, trim, windows and doors
- Heavy timbers, logs, flooring, and other structural elements
- Tile, stone, and other masonry elements

Although the implementation of these measures would lessen the severity of impacts associated with relocation and demolition of historical resources, in many instances these impacts would remain potentially significant.

**Level of Significance After Mitigation:** Significant and unavoidable.

### C. LAND USE

**Potential Impact:** Direct and Cumulative Impacts Associated with a Conflict with the City of Vista General Plan

Implementation of the DVSP Update would be consistent with all General Plan goals and policies, with the exception of the policies relating to traffic. Implementation of the DVSP Update would not be consistent with Goal 1, Policy 1.2, or Policy 1.7 of the Circulation Element and Criterion E of the Community Facilities Element because implementation of the DVSP Update would result in the following intersections operating at a LOS of E or F (PEIR, Section 4.9.5.1):

- S. Santa Fe Avenue/Main Street (LOS F, AM and PM Peak Hours)
- S. Santa Fe Avenue/E. Broadway (LOS F, AM and PM Peak Hours)
- S. Santa Fe Avenue/Guajome Street (LOS F, AM and PM Peak Hours)
- Pala Vista Drive/S. Santa Fe Avenue (LOS F, AM and PM Peak Hours)
- Vale Terrace/Vista Way (LOS E, AM and PM Peak Hours)
- Escondido Avenue/Postal Way (LOS E, PM Peak Hour)
- Melrose Drive/Olive Avenue (LOS E, PM Peak Hour)
- Escondido Avenue/S. Santa Fe Avenue (LOS F, PM Peak Hour)
- Escondido Avenue/Eucalyptus Avenue (LOS F, PM Peak Hour)

**Facts in Support of Finding:** As discussed below, implementation of *Mitigation Measures Tra-1 through Tra-10* would minimize impacts associated with increases in operational traffic to the extent feasible; however, two intersections would continue to operate at a LOS below D: Santa Fe Avenue/E. Broadway and Santa Fe Avenue/Guajome Street. Therefore, impacts would remain significant and unavoidable to these two intersections. Refer to Section VI, Alternatives to the Project, for a discussion of the No Project, Reduce Project, and Expanded Street Configuration Alternatives, which would reduce land use impacts compared to the proposed DVSP Update.

**Level of Significance After Mitigation:** Significant and unavoidable.

### D. TRAFFIC

**Potential Impact:** Direct and Cumulative Impacts Associated with the Exceedance of LOS Standards  
Build-out of the DVSP Update would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system because it would result in a substantial increase in vehicle trips that would exceed the LOS standards established for roadways and intersections. Implementation of the DVSP Update would result in potentially significant impacts to the following intersections:

- S. Santa Fe Avenue/Main Street (LOS F, AM and PM Peak Hours)
- S. Santa Fe Avenue/E. Broadway (LOS F, AM and PM Peak Hours)
- S. Santa Fe Avenue/Guajome Street (LOS F, AM and PM Peak Hours)
- Pala Vista Drive/S. Santa Fe Avenue (LOS F, AM and PM Peak Hours)
- Vale Terrace/Vista Way (LOS E, AM and PM Peak Hours)
- Escondido Avenue/Postal Way (LOS E, PM Peak Hour)
- Melrose Drive/Olive Avenue (LOS E, PM Peak Hour)
- Escondido Avenue/S. Santa Fe Avenue (LOS F, PM Peak Hour)
- Escondido Avenue/Eucalyptus Avenue (LOS F, PM Peak Hour) (PEIR, Section 4.14.5.1)

Additionally, the eastbound SR-78 segment from Vista Village Drive to Escondido Avenue would operate at LOS F in the PM Peak Hour with implementation of the DVSP Update. Therefore, implementation of the DVSP Update would result in a significant impact to this freeway segment.

**Facts in Support of Finding:** Implementation of measures *Tra-1* through *Tra-3* and *Tra-5* through *Tra-9* would reduce the identified significant impacts to SPA intersections to the extent feasible. *Tra-4* would reduce impacts to the S. Santa Fe Avenue/Guajome Street intersection to a less than significant level; however, this mitigation measure is infeasible due to the constraints associated with the roadway width. S. Santa Fe Avenue would be reduced to two lanes on this segment with implementation of the proposed project; therefore, an additional left turn lane from Guajome Street onto S. Santa Fe Avenue could not be accommodated. Widening S. Santa Fe Avenue along this segment would conflict with Project Objective 8 for the proposed project because it would not provide improved pedestrian facilities within the SPA. Therefore, mitigation measure *Tra-4* would not be implemented. With implementation of mitigation measures *Tra-1* through *Tra-3* and *Tra-5* through *Tra-9*, impacts to impacted SPA intersections would be reduced to less than significant levels, with the exception of the Santa Fe Avenue/E. Broadway intersection in the PM peak hour and the Santa Fe Avenue/Guajome Street intersection in the AM and PM peak hours. Therefore, impacts to these two intersections would remain significant and unavoidable.

Implementation of mitigation measure *Tra-10* would reduce the identified significant impact to the eastbound SR-78 segment from Vista Village Drive to Escondido Avenue to a less than significant level. However, since the improvements to SR-78 are proposed within the jurisdiction of another public agency (Caltrans), the City cannot guarantee their implementation. Therefore, the impact would remain significant and unavoidable. Refer to Section VI, Alternatives to the Project, for a discussion of the No Project Alternative, Reduced Project Alternative, and Expanded Street Configuration Alternative, which would reduce traffic impacts compared to the proposed DVSP Update.

**Mitigation Measure *Tra-1*:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening Melrose Drive at the Olive Avenue intersection to include an additional left-turn lane for south southbound traffic onto Olive Avenue, and right turn lanes in both directions onto Olive Avenue.

**Mitigation Measure *Tra-2*:** S. Santa Fe Avenue will not be reduced to two lanes between Vista Village Drive and Main Street. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share towards restriping S. Santa Fe Avenue just southeast of Main Street to transition S. Santa Fe Avenue to two lanes in the southern direction, and to four lanes in the northern direction.

**Mitigation Measure *Tra-3*:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward restriping E. Broadway at the S. Santa Fe intersection to a right turn only lane at the intersection in order to restrict westbound left-turn movements from E. Broadway onto S. Santa Fe Avenue. Additionally, the project applicant shall pay its fair share toward restriping on S. Santa Fe Avenue that would allow for a left turn lane for southbound traffic on S. Santa Fe Avenue onto E. Broadway.

**Mitigation Measure *Tra-4*:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening and restriping westbound Guajome Street at the S. Santa Fe Avenue intersection to allow for an additional left-hand turn lane onto S. Santa Fe Avenue. This measure is considered to be infeasible due to the constraints associated with the roadway width.

**Mitigation Measure *Tra-5*:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward signaling the Pala Vista Drive/Santa Fe Avenue intersection with a four-way traffic signal.

**Mitigation Measure Tra-6:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening the Escondido Avenue and S. Santa Fe intersection. S. Santa Fe Avenue would be widened to provide an additional left turn lane in each direction. Escondido Avenue would be widened to include an additional through lane and right turn lane for northbound traffic.

**Mitigation Measure Tra-7:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening southbound Vale Terrace at the E. Vista Way intersection to include a separate right-turn lane onto E. Vista Way.

**Mitigation Measure Tra-8:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward restriping Escondido Avenue at the Eucalyptus Avenue intersection to include three through lanes for northbound traffic. The project applicant shall also pay its fair share to widen Eucalyptus Avenue at this intersection to include a right-turn lane for eastbound traffic onto Eucalyptus Avenue.

**Mitigation Measure Tra-9:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward improving Escondido Avenue at the Postal Way intersection to include a separate right turn lane for northbound traffic onto Postal Way.

**Mitigation Measure Tra-10:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward adding an HOV lane to the eastbound side of SR-78.

**Level of Significance After Mitigation:** Significant and unavoidable.

## VI. ALTERNATIVES TO THE PROJECT

CEQA requires that a PEIR describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen the project's significant impacts, and that it evaluate the comparative merits of the alternatives. Based on the State CEQA Guidelines, three project alternatives to avoid or reduce significant project impacts were identified and addressed in the PEIR: the No Project Alternative, the Reduced Project Alternative, and the Expanded Street Configuration Alternative.

In considering and rejecting certain alternatives, the project objectives must be weighed against the ability of the various alternatives to meet them. As stated above in Section II, the project objectives that were identified in the PEIR and considered in these Findings are:

1. Develop four distinct planning areas within the SPA, each of which provides specific types of development opportunities based on community need, existing uses, and location within the SPA. The planning areas will include a gateway mixed use district, civic and entertainment district, mercantile and retail district and larger scale retail district.
2. Identify design and development guidelines for each of the four planning areas and the entire SPA that address the following: permitted uses, prohibited uses, operating standards, fences and walls, landscaping, parking and loading, lighting, signs, standards for specific



land uses, lighting and security, building design, architectural design, and circulation and access.

3. Provide new mixed-use commercial and residential development opportunities in the SPA, including up to 1,270 new dwelling units and 1.8 million square feet (SF) of commercial retail and office uses.
4. Identify landscape design guidelines for the SPA to improve the aesthetic environment of the downtown area and create a cohesive community design plan.
5. Improve traffic circulation within the SPA, including improvements to the following intersections: Olive Avenue and N. Melrose Drive; S. Santa Fe Avenue and E. Broadway; S. Santa Fe Avenue and Pala Vista Drive; S. Santa Fe Avenue and Guajome Street; S. Santa Fe Avenue and Escondido Avenue; Vale Terrace and E. Vista Way; and Escondido Avenue and Eucalyptus Avenue.
6. Provide water, sewer and storm drain infrastructure improvements in the SPA to serve the proposed commercial and residential uses.
7. Preserve the historic downtown area of Vista by creating a Character Overlay Zone and requiring architectural design styles and construction methods and materials that are compatible with the surrounding area.
8. Increase the use of alternative transportation within the SPA by providing improved pedestrian, bicycle and transit facilities and corridors that are easily accessible to the public.
9. Provide residential housing for a variety of income levels and housing needs by offering various housing types including live/work units, single-family dwellings, multiple-family dwellings, and senior housing developments.
10. Increase public safety by clearly delineating pedestrian circulation through landscaping, walkways, and decorative hardscape as well as creating pedestrian pathways between parking areas and businesses.
11. Promote sustainable development principles by encouraging high-density commercial development near the core of the district, connected to residential development with pedestrian corridors.
12. Create an 18-hour activity area at the core of the SPA, featuring a variety of residential development and large anchor retail with increased building heights and building density.

## A. Alternative 1: No Project

### 1. Description

CEQA requires the No Project Alternative to be addressed in a PEIR. Under the No Project Alternative, it is assumed that the DVSP Update would not be adopted and the existing SP #26 would be the applicable planning document for the downtown area. The Vista General Plan would remain the applicable planning document for areas outside of the existing SP #26 boundary included in the proposed SPA. Development and redevelopment would continue to occur in the proposed SPA boundary under SP #26 and the City General Plan; however, the DVSP Update would allow higher intensity development in the SPA as compared to this alternative by accommodating greater mixed use commercial and residential development. Additionally, the No Project Alternative would not adopt the design and development guidelines identified in the DVSP Update and would not construct the proposed public services and roadway improvements discussed therein (PEIR, Section 6.3.1).

### 2. Attainment of Project Objectives

The No Project Alternative would meet only one of the 12 objectives identified for the DVSP Update, and would partially fulfill two other objectives. This alternative would meet Objective 4 because landscape design guidelines exist for the SPA. This alternative would partially meet Objective 3

because it would accommodate new commercial and residential development opportunities, but not to the extent of the DVSP Update. This alternative would partially meet Objective 9 because it would accommodate multi-family residential and mixed-use residential development, but would not accommodate live/work units or senior housing development. The No Project Alternative would not meet Objective 1 because it would not develop four distinct planning areas; Objective 2 because it would not identify design and development guidelines for four distinct planning areas; Objective 5 because it would not implement the proposed circulation improvements; Objective 6 because it would not implement the proposed water, sewer and storm drain infrastructure improvements; Objective 7 because it would not create a Character Overlay Zone to preserve the historic downtown area; Objective 8 because it would not improve pedestrian, bicycle and transit facilities and corridors; Objective 10 because it would not implement design and development guidelines to increase public safety by clearly delineating pedestrian circulation; Objective 11 because it would not implement the sustainable development principles; or Objective 12 because it would not create an 18-hour activity area at the core of the SPA.

### 3. Impacts

**Aesthetics:** Impacts to scenic vistas would be less than significant, similar to the DVSP Update, because the No Project Alternative would not result in significant impacts to any designated scenic vistas within the SPA. The No Project Alternative would not implement the design and development guidelines that would enhance the visual character and quality of the downtown area; therefore, the No Project Alternative would result in increased impacts to visual character and quality compared to the proposed project. Less than significant impacts associated with lighting and glare would be slightly reduced under the No Project Alternative because the intensity of development and redevelopment under the No Project Alternative would be less than under the DVSP Update.

**Air Quality:** The No Project Alternative would be consistent with the applicable air quality plan because build-out of SP #26 was included in the population assumptions made by the San Diego Association of Governments (SANDAG) and utilized in the air quality plan. Implementation of the No Project Alternative would not accommodate land uses typically associated with the production of objectionable odors. Therefore, the No Project Alternative would result in less than significant impacts to these issues. Overall, construction and operational emissions would be reduced under this alternative because less development would occur; however, vehicular emissions may be the same because this alternative does not promote transit-oriented development. However, impacts would still be anticipated to be significant under this alternative and require mitigation measures. The No Project Alternative would accommodate residential and commercial development with the potential to expose sensitive receptors to TACs from nearby gas stations or dry cleaners. The mitigation proposed for the DVSP Update would also reduce impacts associated with this alternative to below a significant level.

**Biological Resources:** Future development under the No Project Alternative would have the potential to directly impact sensitive Diego coastal sage scrub and exotic riparian woodland habitats located within the plan boundary and the sensitive species supported by these habitats, including migratory species. Additionally, future development adjacent to Buena Vista Creek or its tributaries would have the potential to result in a significant impact to a jurisdictional waterway, similar to the proposed project. The mitigation identified in PEIR would also be required to reduce impacts to a less than significant level under the No Project Alternative. Implementation of the No Project Alternative would not conflict with existing regulations or the North County MHCP or Natural Community Conservation Plan (NCCP), because the project area is not identified for conservation as a Biological Core Resource Area (BCRA) or Focused Planning Area (FPA) in the North County MSCP and future development would be required to conform to the NCCP Guidelines.

**Climate Change:** The No Project Alternative would support a less intensive build-out of uses in the SPA area compared to the DVSP Update; however, development under the No Project Alternative would be business-as-usual (BAU). Therefore, compared to the DVSP Update, the No Project Alternative would result in greater greenhouse gas (GHG) emissions from vehicular sources, energy consumption, water use, solid waste disposal, and construction activities. This impact would be significant and mitigation would be required.

**Cultural Resources:** The No Project Alternative would involve demolition/remodeling of potentially significant historical resources in the SPA and would have the potential to impact significant archaeological resources in currently undeveloped areas during ground disturbing construction activities. Therefore, implementation of the No Project Alternative would result in a potentially significant impact and the mitigation measures identified in the PEIR would be required. The discovery of human remains would comply with applicable State law and, therefore, be less than significant. Impacts to paleontological resources would be less than significant because the underlying soils have low potential to contain paleontological resources.

**Geology and Soils:** The No Project Alternative would result in similar less than significant impacts as the DVSP Update for geologic hazards, unstable soils, and expansive soils because compliance with IBC and CBC standards and implementation of site-specific geotechnical investigation recommendations required under the Grading and Erosion Control Ordinance would ensure that impacts would be less than significant. Implementation of BMPs required by the City's Stormwater Standards Manual would ensure that impacts associated with soil erosion are less than significant.

**Hazards and Hazardous Materials:** The No Project Alternative would result in potentially significant impacts with regard to: 1) hazards to the public, environment, and nearby schools through the routine use, transport, and disposal of hazardous materials; and 2) impairment of emergency response and evacuation plans from construction-related road closures or detours; however, these impacts would be reduced to less than significant levels via compliance with applicable regulations; and submission of building plans to the VFD for review and approval. The No Project Alternative would have the potential to result in significant impacts to persons or the environment as a result of previous land uses that used or generated hazardous materials or wastes. The mitigation measures proposed in the PEIR would be required to reduce impacts associated with this alternative to a less than significant level.

**Hydrology and Water Quality:** Required compliance with the City's Stormwater Ordinance and Groundwater Ordinance, including preparation of an erosion control plan and implementation of minimum BMP requirements, would ensure that construction required for future development under SP #26 would not result in a significant impact to individual project site hydrology. However, impacts associated with flooding would be increased under the No Project Alternative because the drainage improvements proposed in the DVSP Update, including the new Santa Fe Avenue drainage basin along Tributary 1, would not be implemented. The downtown area would remain within the 100-year flood area under this alternative. Impacts would be significant and mitigation would be required. Implementation of BMPs according to the City's Stormwater Standards Manual, and compliance with the Standard Urban Stormwater Mitigation Plan (SUSMP) through the Stormwater Ordinance, the City's Grading Ordinance, and required National Pollution Discharge Elimination System (NPDES) permits would reduce water quality impacts of the No Project Alternative from sediment-laden runoff during construction and operational pollutants post-construction to a less than significant level.

**Land Use:** The No Project Alternative would not result in an impact with regard to conflicts with neighboring land uses or the physical division of an established community because similar types of activities and uses would occur in the downtown area under both scenarios. Additionally, the No Project Alternative would be consistent with all applicable adopted land use plans, policies and

regulations except Goal 1, Policy 1.2, and Policy 1.7 of the General Plan Circulation Element and Criterion E of the Community Facilities Element because several intersections currently operate at a LOS E or LOS F, or would operate at a LOS E or LOS F in 2030 without implementation of the DVSP Update, as identified below in the Traffic discussion. Therefore, the No Project Alternative would result in a significant impact related to consistency with the General Plan. Mitigation measures would be required.

**Noise:** The No Project Alternative would result in permanent increases in ambient noise levels from operation of new development and redevelopment and temporary noise impacts and groundborne vibration impacts from construction. Impacts would be potentially significant and the mitigation measures proposed in the PEIR would be required to reduce them to a less than significant level. Less than significant impacts to traffic noise would be reduced under this alternative because vehicle trips associated with this alternative would be reduced. The No Project Alternative would not expose people to aircraft noise.

**Population and Housing:** The No Project Alternative would directly and indirectly induce population growth; however, this growth is consistent with forecasted growth for the City. Additionally, the No Project Alternative would accommodate the construction of new housing in the downtown area and would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

**Public Services:** Demand for services from the SDCSD and VUSD currently exceed the capacity of these service providers. Therefore, future development under the No Project Alternative would result in an increase in demand for police and school services that would have the potential to exceed the capacity of existing SDCSD or VUSD facilities requiring the construction of new facilities or substantial alterations to existing facilities, the effects of which could have significant environmental impacts. Implementation of the mitigation measures proposed in the PEIR would be required to reduce impacts under this alternative to a less than significant level. The VFD would have adequate facilities to serve future development in the SPA under No Project Alternative.

**Recreation:** The No Project Alternative would not result in the removal of existing recreational activities; however, the new recreational opportunities proposed under the DVSP Update would not be constructed under this alternative. The No Project Alternative would not aid the City in maintaining its goal of 4.49 acres of parkland for every 1,000 residents, but would accommodate new growth in the SPA consistent with existing plans. Therefore, future growth under the No Project Alternative would result in increased demand on existing recreational facilities and would result in a greater impact associated with the deterioration of these facilities. Impacts to existing recreational facilities under this alternative would be potentially significant. However, because the No Project Alternative would not require new recreational facilities to be provided in the SPA, it would result in fewer environmental impacts associated with the construction or expansion of recreational facilities in the SPA.

**Traffic and Circulation:** The No Project Alternative would accommodate less intensive growth in the downtown area as compared to the DVSP Update; therefore, increases in traffic would be somewhat reduced under this alternative. However, DVSP Update proposed roadway and intersection improvements would not be implemented under this alternative, resulting in a greater traffic impact as compared to the proposed project. The following intersections would operate at an unacceptable LOS without implementation of the DVSP Update:

- Melrose Drive/Olive Avenue (LOS E, PM Peak Hour)
- Santa Fe Avenue/E. Broadway (LOS E, PM Peak Hour)



- Pala Vista Drive/Santa Fe Avenue (LOS F, PM Peak Hour)
- Escondido Avenue/Santa Fe Avenue (LOS F, PM Peak Hour)
- Vale Terrace/Vista Way (LOS E, AM Peak Hour)
- Escóndido Avenue/Eucalyptus Avenue (LOS F, PM Peak Hour)

Impacts would be anticipated to be significant and require mitigation. Less than significant impacts associated with potential hazards from traffic queuing at driveways would be reduced under this alternative because traffic would be reduced in the SPA as compared to the DVSP Update. Impacts associated with emergency access would be mitigated to a less than significant impact with mitigation measure *Haz-3*. Less than significant parking supply impacts would be similar under this alternative because future development under the No Project Alternative would be required to comply with existing parking regulations. The No Project Alternative would not conflict with the existing alternative transportation services provided in the SPA because future development under this alternative would be required to be compatible with existing land uses under SP #26.

**Utilities:** The No Project Alternative would not result in a significant impact associated with an increase in the demand for wastewater treatment or energy because adequate wastewater treatment and energy facilities are in place to serve development under the No Project Alternative. However, the No Project Alternative would not implement the stormwater improvements proposed in the DVSP Update that would remove the SPA from the 100-year floodplain. Therefore, stormwater facilities would be inadequate under this alternative and would result in a significant impact. Build-out of the existing land uses proposed for SPA would result in a greater demand for water as compared to ultimate build-out of the land uses proposed under the DVSP Update, in part, because of the greater number of residential units allowed under the ultimate build-out of the existing General Plan and SP #26 (1,723 units) as compared to the number of units allowed under the build-out of the DVSP Update (1,680 units). Therefore, the No Project Alternative would result in a greater demand on water supply than the DVSP Update. Development under No Project Alternative would not exceed the capacity of Miramar Landfill and would not result in significant impact associated with solid waste disposal or compliance with AB 939.

#### 4. Summary:

The No Project Alternative would accomplish only one of the twelve objectives identified for the DVSP Update, and would partially fill two others. The alternative would result in reduced impacts associated with light or glare, consistency with air quality standards, biological resources, construction of new recreational facilities, and traffic hazards. However, this impact would result in greater impacts associated with GHG emissions, flood hazards, existing recreational facilities, increases in traffic, water supply, and stormwater facilities. Significant and unavoidable impacts to air quality, historical resources, conflicts with the General Plan, and increases in traffic would still occur under this alternative.

Additionally, upon completion, implementation of the DVSP Update is projected to generate a total of approximately 7,886,100 in property tax revenue. Build-out would also create over \$100,000 in sales tax revenue per year for the City. The No Project Alternative would result in reduced revenues for the City from property tax and sales tax revenues because total development would be reduced under this alternative. The proposed project is also projected to create approximately 3,500 new jobs from commercial/retail uses. The number of jobs would be reduced under the No Project Alternative because less commercial and retail development would be accommodated. The construction of the land uses accommodated under the DVSP Update would generate substantial revenue to the local economy and provide a significant number of construction-related jobs over the 20 year period until build-out of the Plan. The No Project Alternative would not generate as much revenue to the local economy or create the same number of construction jobs from project

construction due to the reduced development that would occur under this alternative. Additionally, this alternative would not redevelop the downtown area to provide an entertainment and cultural destination for City residents. Therefore, the environmental advantages associated with this alternative do not outweigh the economic and social advantages of the proposed project.

## **B. Alternative 2: Reduced Project Alternative**

### **1. Description**

The Reduced Project Alternative would implement the proposed DVSP Update; however, the area that the Plan would apply to would be reduced to the original SP #26 boundary. This area includes portions of PA-3, PA-1a, and PA-2. PA-4 and PA-1b would be eliminated under this alternative. The area-wide design and development plan, as well as the planning area specific design and development plans, for the three applicable planning areas (PA-1a, PA-2, and PA-3) would be implemented. In the original SP #26 boundary, the development densities that would be accommodated under the proposed DVSP Update would be accommodated by the Reduced Project Alternative; however, overall development would be reduced because the development accommodated under the DVSP Update outside of the SP #26 boundary would not be implemented under the Reduced Project Alternative. This alternative would reduce the size of the SPA by approximately 35 percent. Based on this reduction, the Reduced Project Alternative would accommodate a total of approximately 1,090 dwelling units and 1,706,155 SF of development, compared to 1,675 dwelling units and 2,624,854 SF of development under the DVSP Update. The existing City General Plan would remain the applicable planning document for the area outside of the original SP #26 boundary (PEIR, Section 6.3.2).

### **2. Attainment of Project Objectives**

The Reduced Project Alternative would meet six of the 12 objectives identified for the DVSP Update, partially fulfill five other objectives, and would not meet one objective. This alternative would meet Objective 4 because it would implement the proposed landscape design guidelines in the reduced SPA. It would fulfill Objective 2 because it would identify design and development guidelines for the reduced SPA. This alternative would fulfill Objective 7 because it would create a Character Overlay Zone in the historic downtown area. The Reduced Project Alternative would fulfill Objective 9 because it would accommodate a variety of housing types, including mixed-use residential and live/work units. The Reduced Project Alternative would fulfill Objective 10 because it would implement the proposed design and development guidelines to increase public safety by clearly delineating pedestrian circulation, and would fulfill Objective 11 because it would implement the proposed sustainable development principles. The Reduced Project Alternative would partially meet Objective 1 because it would develop three, but not four, distinct planning areas. It would partially fulfill Objective 3 because it would accommodate new commercial and residential development opportunities, but not to the extent of the DVSP Update. The Reduced Project Alternative would partially fulfill Objectives 5 and 6 because it would implement some of the proposed circulation and infrastructure improvements identified for the DVSP Update, but only those proposed within the Reduced Project Alternative boundary. Objective 8 would be partially fulfilled because this alternative would improve pedestrian, bicycle and transit facilities and corridors surrounding the Vista Transit Center, but would not provide improved connectivity to the Escondido Avenue Sprinter Station. This alternative would not fulfill Objective 12 because it would not create an 18-hour activity area at the core of the SPA. The 18-hour activity area is proposed in PA-4, which is not included in the reduced SPA boundary.

### 3. Impacts

**Aesthetics:** The Reduced Project Alternative would result in less than significant impacts to scenic vistas and visual character and quality within the original SP #26 area because future development would not affect any designated scenic vistas and would enhance the overall visual character and quality of the downtown area. However, the areas outside of the original SP #26 would remain the same and would not be redeveloped with improvements to visual character. Therefore, impacts associated with visual character and quality would be increased as compared to the proposed project. Less than significant impacts associated with lighting and glare would be reduced under the Reduced Project Alternative because the total amount of development accommodated by this alternative would be less than the total amount accommodated under the DVSP Update.

**Air Quality:** The Reduced Project Alternative would result in less than significant impacts with regard to consistency with the applicable air quality plan because the Reduced Project Alternative would be consistent with or below SANDAG population forecasts utilized in the air quality plan. Additionally, the land uses accommodated under the Reduced Project Alternative do not typically result in the production of objectionable odors. Therefore, the Reduced Project Alternative would result in less than significant impacts to these issues. The Reduced Project Alternative would accommodate mixed-use development with the potential to expose sensitive receptors to TACs from nearby gas stations and dry cleaners. Mitigation would reduce impacts to below a significant level. The Reduced Project Alternative would result in reduced impacts in terms of consistency with air quality standards because build-out of the proposed SPA under this alternative would be reduced by approximately 35 percent. As a result, construction, operational, and vehicular emissions would be reduced; however, development would still be likely to exceed the thresholds for significance, and mitigation measures similar to those proposed in the PEIR, would be required.

**Biological Resources:** The Reduced Project Alternative would have a reduced impact to Diegan coastal sage scrub, and the sensitive species supported by this habitat because the SPA under the Reduced Project Alternative would not include the Diegan coastal sage scrub on the edge of PA-1b. However, this alternative would have the potential to impact the exotic riparian woodland habitat located in PA-2, including the migratory species potentially supported by this habitat. Mitigation would be required to mitigate the potential impact to this habitat and associated migratory species. Additionally, future development adjacent to Buena Vista Creek or its tributaries would have the potential to result in a significant impact to a jurisdictional waterway; however, impacts would be reduced under this alternative because a large above-ground portion of Tributary 1 would not be located in the reduced SPA area. Implementation of this alternative would not conflict with adopted plans, policies, and regulations, including the North County MHCP or NCCP, because the reduced SPA is not identified for conservation as a BCRA or FPA in the North County MSCP and future development would be required to conform to the NCCP Guidelines.

**Climate Change:** The Reduced Project Alternative is reduced in scope compared to the proposed DVSP Update, would accommodate a smaller total build-out, and would implement the sustainability guidelines in the DVSP Update that would reduce GHG emissions compared to BAU. Therefore, GHG emissions from vehicular sources, energy consumption, water use, solid waste, and GHG emissions during construction and operation would be reduced under this alternative.

**Cultural Resources:** Development under the Reduced Project Alternative would have the potential to involve the demolition and/or remodeling of potentially significant historical buildings in the SPA or impact potentially significant archaeological resources or human remains during ground disturbing construction activities. Therefore, similar to the DVSP Update, the mitigation measures proposed in the PEIR would be required to reduce impacts. The discovery of human remains would comply with

applicable State law and be less than significant, and impacts to paleontological resources would be less than significant because the underlying soils have low potential to contain paleontological resources.

**Geology and Soils:** The Reduced Project Alternative would result in less than significant impacts for geologic hazards, unstable soils, and expansive soils because future development would be required to comply with IBC and CBC standards and implement site-specific geotechnical investigation recommendations. Additionally, implementation of required BMPs would ensure that impacts associated with soil erosion would be less than significant.

**Hazards and Hazardous Materials:** Compliance with applicable regulations and submission of building plans to the VFD for review and approval would reduce to a less than significant level impacts associated with: 1) hazards to the public, environment, and nearby schools through the routine use, transport, disposal, or the accidental release of hazardous materials; and 2) impairment of emergency response and evacuation plans from construction-related road closures or detours. Future development under the Reduced Project Alternative would have the potential to result in significant impacts to persons or the environment as a result of previous land uses that utilized or generated hazardous materials or wastes. The mitigation measures proposed in the PEIR would be required to reduce impacts to a less than significant level.

**Hydrology and Water Quality:** Required compliance with the City's Stormwater Ordinance and Groundwater Ordinance would ensure that construction required for future development projects would not result in a significant impact to individual site hydrology. Impacts associated with flooding post-construction would be increased under the Reduced Project Alternative because the drainage improvements within the reduced SPA boundary would not include the new Santa Fe drainage basin along Tributary 1 at the corner of Santa Fe Avenue and Monte Vista Drive. The SPA would continue to be located within the 100-year floodplain and a significant impact would occur. Implementation of BMPs according to the City's Stormwater Standards Manual, and compliance with the SUSMP through the Stormwater Ordinance, the City's Grading Ordinance, and required NPDES permits would reduce water quality impacts of the Reduced Project Alternative during construction activities and post-construction to a less than significant level.

**Land Use:** The Reduced Project Alternative would not result in an impact with regard to conflicts with neighboring land uses or the physical division of an established community because similar types of activities and uses would occur in the downtown area under both scenarios. The Reduced Project Alternative would result in reduced traffic impacts as compared to the DVSP Update; however, impacts associated with traffic would remain potentially significant and unavoidable. Therefore, the Reduced Project Alternative would result in a significant and unmitigable impact related to conflicts with traffic-related policies in the City's General Plan.

**Noise:** The Reduced Project Alternative would result in permanent increases in ambient noise levels from operation of new development and temporary noise impacts and groundborne vibration impacts from construction. Impacts would be potentially significant and the mitigation measures proposed in the PEIR would be required to reduce impacts to a less than significant level. Less than significant impacts to traffic noise would be reduced under this alternative because vehicle trips associated with this alternative would be reduced as compared to the DVSP Update. The Reduced Project Alternative would not expose people to aircraft noise.

**Population and Housing:** The Reduced Project Alternative would be consistent with forecasted growth for the City. Additionally, the Reduced Project Alternative would accommodate the construction of new housing in the downtown area and would not displace substantial numbers of existing housing,



necessitating the construction of replacement housing elsewhere. Impacts would be less than significant.

**Public Services:** Demand for services from the SDCSD and VUSD currently exceed the capacity of these service providers. Therefore, future development under the Reduced Project Alternative would result in an increase in demand for police and school services that would exceed the capacity of existing police and school facilities requiring new facilities or substantial alterations to existing facilities, the construction of which could result in significant environmental effects. Implementation of the mitigation measures proposed in the PEIR would be required to reduce impacts to a less than significant level. The VFD would have adequate facilities to serve future development under Reduced Project Alternative because the VFD has adequate facilities to serve the DVSP Update, and development would be reduced under the Reduced Project Alternative.

**Recreation:** This alternative would result in a less than significant impact associated with deterioration of existing recreational facilities because the Reduced Project Alternative would result in the development of some new recreational facilities in the reduced SPA which would aid the City in meeting its parkland goal by implementing the design and development guidelines that encourage recreational facilities throughout the SPA. Less than significant impacts associated with construction or expansion of recreational facilities would be reduced under this alternative because fewer facilities would be developed under the Reduced Project Alternative.

**Traffic and Circulation:** Impacts to roadway and intersection LOS within the Reduced Project Alternative boundary would be reduced as compared to the DVSP Update because the reduced SPA would not include traffic from development in PA-4 or PA-1b. However, traffic impacts would still be anticipated to be significant and unavoidable, even with implementation of the mitigation measures proposed in the PEIR. The Reduced Project Alternative would mitigate impacts associated with traffic hazard from vehicles queuing at driveways with implementation of mitigation measure **Haz-3**. Parking supply impacts would be similar under this alternative because future development would be required to comply with parking requirements established in the DVSP Update. This alternative would not result in a conflict with existing alternative transportation services; therefore, impacts to alternative transportation under this alternative would be less than significant.

**Utilities:** The Reduced Project Alternative would not result in a significant increase in demand for wastewater treatment or energy that would require the construction or expansion of new facilities because adequate wastewater treatment facilities and energy infrastructure are in place to serve larger DVSP Update. However, the Reduced Project Alternative would not implement the stormwater improvements proposed in the DVSP Update that would remove the SPA from the 100-year floodplain; therefore, stormwater facilities would be inadequate to serve the development proposed and a significant impact would occur. The Reduced Project Alternative proposes similar land uses in a reduced SPA; therefore, impacts related to water supply would be less than significant, because adequate water supply exists to serve the larger DVSP Update. Development under the Reduced Project Alternative would not exceed the capacity of Miramar Landfill and would not result in significant impact associated with solid waste disposal or a conflict with AB 939.

#### **4. Summary**

The Reduced Project Alternative would meet six of the 12 objectives identified for the DVSP Update, and would partially fulfill five other objectives. This alternative would result in reduced impacts associated with construction of light or glare, consistency with air quality standards, biological resources, new recreational resources, and increases in traffic. However, this alternative would result in greater impacts associated with flood hazards and stormwater facilities. Significant and unavoidable impacts to air quality, historical resources, conflicts with the General Plan, and increases in traffic would still occur under this alternative.

Additionally, upon completion, implementation of the DVSP Update is projected to generate a total of approximately 7,886,100 in property tax revenue. Build-out would also create over \$100,000 in sales tax revenue per year for the City. The Reduced Project Alternative would result in reduced property tax and sales tax revenues because total development would be reduced under this alternative. The reduced project would accommodate a total of approximately 1,090 dwelling units and 1,706,155 SF of development, compared to 1,675 dwelling units and 2,624,854 SF of development under the DVSP Update. Therefore, development would be reduced by approximately 35 percent, which would reduce property tax revenue to approximately 487.5 million, and annual sales tax revenue to approximately 65,000. The proposed project is projected to create approximately 3,500 new jobs from commercial and retail uses. The number of jobs would be reduced by approximately 35 percent (resulting in 1,225 fewer jobs) under the Reduced Project Alternative because less commercial and retail development would be accommodated. The construction of the land uses accommodated under the DVSP Update would generate substantial revenue to the local economy and provide a significant number of construction-related jobs over the 20 year build-out of the Plan. The Reduced Project Alternative would not generate as much revenue to the local economy or create the same number of construction jobs from project construction due to reduced development as compared to the proposed project. Additionally, this alternative would not include the development of an 18-hour activity area in PA-4 to provide an entertainment destination for City residents. Therefore, the environmental advantages associated with this alternative do not outweigh the economic and social advantages of the proposed project.

### **C. Alternative 3: Expanded Street Configuration Alternative**

#### **1. Description**

Under this alternative, S. Santa Fe Avenue would not be narrowed to two lanes through PA-3. S. Santa Fe Avenue would be four lanes throughout the planning area and would include a median. Additionally, Olive Avenue would be extended across the NCTD railroad tracks to connect to W. Orange Street. The connection of Olive Avenue to Vista Village Way would be removed and Olive Avenue would end at a dead-end at Vista Village Way. This would encourage traffic to use Melrose Drive to connect to the neighborhoods northeast of the SPA, instead of S. Santa Fe Avenue. The proposed DVSP Update would be implemented under this alternative, including the SPA boundary expansion, all design and development guidelines, proposed land use densities, and public infrastructure and circulation improvements, with the exception of narrowing S. Santa Fe Avenue to two lanes through PA-3. Under the DVSP Update, S. Santa Fe Avenue would be narrowed to two vehicular lanes (one in each direction) to incorporate pedestrian circulation improvements and encourage walkability in PA-3. Under the Expanded Street Configuration Alternative, S. Santa Fe Avenue would be a major thoroughfare through the SPA (PEIR, Section 6.3.3).

#### **2. Attainment of Project Objectives**

The Expanded Street Configuration Alternative would fully meet 10 of the 12 objectives identified for the DVSP Update and partially fulfill the other two objectives. This alternative would fulfill Objective 1 because it would develop four distinct planning areas; Objective 2 because it would identify design and development guidelines for four distinct planning areas; Objective 3 because it would accommodate the same new commercial and residential development opportunities as the DVSP Update; Objective 4 because it would implement the landscape design guidelines for the SPA; Objective 5 because it would improve traffic circulation; Objective 6 because it would implement the proposed water, sewer and storm drain infrastructure improvements; Objective 7 because it would create a Character Overlay Zone to preserve the historic downtown area; Objective 9 because it would accommodate a variety of housing types; Objective 11 because it would implement the sustainable development principles; and Objective 12 because it would create an 18-hour activity

area at the core of the SPA. This alternative would partially fulfill Objective 8 because it would not improve pedestrian, bicycle and transit facilities and corridors in PA-3 to the extent provided under the DVSP Update; and partially fulfill Objective 10 because it would implement design and development guidelines to increase public safety by clearly delineating pedestrian circulation in most of the SPA, but pedestrian circulation would not be greatly improved along S. Santa Fe Avenue in PA-3.

### 3. Impacts

Because the DVSP Update design and development guidelines, proposed land use densities, and public infrastructure and circulation improvements would all be implemented under this alternative, with the only exception of narrowing S. Santa Fe Avenue to two lanes, most impacts under this alternative would be the same as those identified for the DVSP Update. Therefore, the discussion below focuses only on the impacts that differ under this alternative compared to the proposed project, which are the impacts related to traffic/circulation on S. Santa Fe Avenue. Impacts that would be the same under this alternative as those identified for the DVSP Update include aesthetics, air quality, biological resources, climate change, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, and utilities.

**Land Use:** The Expanded Street Configuration Alternative would not result in a conflict with neighboring land uses or the physical division of an established community because the same types of activities and uses would occur in the downtown area under both scenarios. Additionally, the Expanded Street Configuration Alternative would result in fewer impacts related to consistency with adopted land use plans, policies, and regulations because the Expanded Street Configuration Alternative would result in fewer traffic impacts that would conflict with General Plan policies, as compared to the DVSP Update. The Expanded Street Configuration Alternative would result still result in a significant traffic impact prior to mitigation.

**Recreation:** The Expanded Street Configuration Alternative would not result in the removal of existing recreational activities. However, while most of the recreational facilities proposed in the DVSP Update would be constructed under this alternative, the Expanded Street Alternative would not encourage the mid-block pedestrian areas that would be encouraged under the DVSP Update because S. Santa Fe Avenue would remain a major thoroughfare and enhanced pedestrian paths to create pedestrian activity areas would not be implemented. Therefore, this alternative would not aid the City in meeting its parkland goals to the extent of the DVSP Update. The Expanded Street Configuration Alternative would result in fewer impacts associated with construction or expansion of recreational facilities because fewer facilities would be developed under this alternative in PA-3.

**Traffic:** The Expanded Street Configuration Alternative would accommodate the same amount of growth in the downtown area compared the DVSP Update; therefore, increases in traffic would be the same under this alternative. However, the street configuration would be modified under this alternative. The Expanded Street Alternative would result in a significant impact to the following intersections:

- Melrose Drive/Olive Avenue (LOS E in AM Peak Hour, LOS F in PM Peak Hour)
- Santa Fe Avenue/E. Broadway (LOS F, PM Peak Hour)
- Santa Fe Avenue/Guajome Avenue (LOS E, PM Peak Hour)
- Pala Vista Drive/Santa Fe Avenue (LOS F, AM and PM Peak Hour)
- Escondido Avenue/Santa Fe Avenue (LOS F, PM Peak Hour)
- Vale Terrace/Vista Way (LOS E, AM Peak Hour)

- Escondido Avenue/Eucalyptus Way (LOS F, PM Peak Hour)

The DVSP Update would also result in a significant impact to these intersections; however, the significant impact to each intersection would be reduced under the Expanded Street Configuration Alternative, with the exception of the Melrose Drive/Olive Avenue intersection. Additionally, the Expanded Street Configuration Alternative would not result in a significant impact to the Santa Fe Avenue/Main Street intersection or the Escondido Avenue/Postal Way intersection. The DVSP Update would significantly impact both of these intersections. Therefore, impacts associated with increases in traffic volumes would be reduced under this alternative. However, mitigation measures *Tra-1*, *Tra-3* through *Tra-5*, *Tra-7*, and *Tra-8* would still be required to reduce impacts under this alternative. All impacts to these intersections would be reduced to below a level of significance with mitigation under the Expanded Street Configuration Alternative.

This alternative would reduce impacts associated with emergency access to a less than significant level with implementation of mitigation measure *Haz-3*. Parking supply impacts under this alternative would be similar to the DVSP Update because future development under this alternative would be required to comply with the parking requirements proposed in the DVSP Update. Impacts associated with alternative transportation would be slightly greater under this alternative because improvements to pedestrian facilities along S. Santa Fe Avenue in PA-3 would be fewer under the Expanded Street Configuration Alternative.

#### 4. Summary

The Expanded Street Configuration Alternative would fully meet 10 of the 12 objectives identified for the DVSP Update and partially fulfill the other two objectives. This alternative would result in reduced impacts associated with conflicts with the General Plan, construction of new recreational facilities, and increases in traffic. However, this alternative would result in greater impacts associated with existing recreational facilities and alternative transportation. Significant and unavoidable impacts to air quality and historical resources would still occur under this alternative.

Additionally, upon completion, implementation of the DVSP Update is projected to generate a total of approximately 7,886,100 in property tax revenue. Build-out would also create over \$100,000 in sales tax revenue per year for the City. The Expanded Street Configuration Alternative would result in the same revenues for the City from development impact fees and tax increment revenues because total development would be the same under this alternative. Additionally, this alternative would also be expected to create approximately 3,500 new jobs from commercial and retail uses, generate substantial revenue to the local economy, and provide a significant number of construction-related jobs over the 20 year build-out of the Plan, similar to the proposed project. However, this alternative would not provide enhanced pedestrian facilities along S. Santa Fe Avenue. This would reduce the revenue generated by redevelopment along S. Santa Fe Avenue compared to the proposed project by making the businesses along this commercial corridor less accessible to pedestrian traffic. The lack of improved pedestrian facilities along this corridor would not achieve the City's goal to promote the S. Santa Fe Avenue corridor as a cultural destination in the SPA. Therefore, the environmental advantages associated with this alternative do not outweigh the economic and social advantages of the proposed project.

#### C. Environmentally Superior Alternative

CEQA requires a PEIR to identify the environmentally superior alternative. If the environmentally superior alternative is the No Project Alternative, CEQA requires that the PEIR identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6[e][2]).



The Reduced Project Alternative is the environmentally superior alternative, since it would reduce impacts associated with nighttime lighting, air quality, biological resources, recreational facilities and traffic, as compared to the proposed project. The Reduced Project Alternative would achieve the DVSP Update goals to implement landscape design guidelines, identify design and development guidelines, accommodate a variety of housing types, increase public safety by clearly delineating pedestrian circulation, implement the proposed sustainable development principles, and create a Character Overlay Zone. It would only partially fulfill the goals to develop four distinct planning areas, accommodate new commercial and residential development opportunities, improve circulation and infrastructure, and improve pedestrian, bicycle and transit facilities and corridors. This alternative would not fulfill the objective 12 to create an 18-hour activity area at the core of the SPA. Additionally, this alternative would result in a greater impacts associated with alternative transportation as compared to the DVSP Update.

## **VII. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS**

### **A. Growth-Inducing Impacts of the Project**

As required by the CEQA Guidelines, a PEIR must include a discussion of the ways in which the proposed project could directly or indirectly foster economic development or population growth, or the construction of additional housing and how that growth would, in turn, affect the surrounding environment (CEQA Guidelines Section 15126.2[d]). Growth can be induced in a number of ways, including the elimination of obstacles to growth, or through the stimulation of economic activity within the region. The discussion of removal of obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval. According to CEQA Guidelines Section 15126.2(d), "it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

The DVSP Update would have the potential to directly influence population in the Vista community by accommodating 1,270 new residential units in the SPA, compared to existing conditions, for a total of 1,675 residential units. SANDAG projects the number of housing units in the City to increase 16 percent between 2004 and 2030, from 30,169 to 34,945. The 1,270 units accommodated by the buildout of the DVSP Update would account for approximately 3.6 percent of the total dwelling units projected in the City. SANDAG projects a total population of 115,768 in the City by 2030, or approximately 3.3 persons per dwelling unit. Therefore, buildout of the additional 1,270 residential units accommodated by the DVSP Update would accommodate population growth of approximately 4,191 people in the DVSP Update area compared to existing conditions. Growth in the DVSP Update area would represent approximately 3.6 percent of the total population of the City.

The DVSP Update would accommodate an additional 1,866,737 SF of commercial, retail, and office development. Therefore, it would have the potential to directly generate jobs and economic activity in the SPA. Additionally, based on a factor of 3.3 persons per dwelling unit, implementation of the DVSP Update would have the potential to generate approximately 4,191 residents. The estimated 4,191 residents that would be added within the SPA would incrementally increase economic activity. The residents would primarily be served by the commercial and retail development accommodated in the DVSP Update. However, residents may generate some activity in retail establishments in the areas surrounding the SPA and may generate new demand for such services as landscaping, gardening, and home cleaning and maintenance. The population that would be potentially generated by buildout of the DVSP Update constitutes approximately 3.6 percent of the projected population of the City for 2030, which SANDAG forecasts as approximately 115,768 persons. As stated above, project residents are would primarily draw of services provided by implementation of the DVSP Update. Activity generated for services outside of the SPA would be expected to draw on existing retail and commercial services already available in the area rather than inducing new service

providers to relocate to the area. As a result, no significant physical effects are expected to result from economic growth generated by the DVSP Update, other than the commercial and retail growth accommodated directly by the DVSP Update. The DVSP Update is expected to have beneficial economic effects on local retailers and service providers already located in the SPA because of the resulting additional activity.

The DVSP Update does not meet other criteria for being considered growth inducing because it would not remove obstacles to growth or encourage growth through the provision of new and essential public services or access opportunities. Implementation of the DVSP Update would include improvements to public services infrastructure; however, these improvements would serve buildout of the SPA. The SPA is already served by public services including water and sewer service. Implementation of the DVSP Update would not extend public services into an area where these services were previously unavailable. Nor would it result in urbanization of land in a remote location, resulting in "leapfrog" development. The DVSP Update area is located in an urbanized area that is served by an existing network of electricity, water, sewer, storm drain, communications, roadways, and other infrastructure.

#### **B. Significant Irreversible Environmental Effects**

Section 15126.2(c) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project. Specifically, Section 15126.2(c) states:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project involves uses in which irreversible damage would result from any potential environmental accidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Implementation of the DVSP Update would result in the commitment of commercial, retail, office, municipal, and residential uses in the SPA. While the existing SPA is currently developed with these land uses, implementation of the DVSP Update would result in the redevelopment of existing development as well as an overall increase in development intensity. Restoration of the SPA to pre-developed conditions would not be feasible given the degree of disturbance, the urbanization of the SPA in the existing condition, and the level of capital investment that would result from implementation of the DVSP Update.

Resources that would be permanently and continually consumed by implementation of the DVSP Update include water, electricity, natural gas, and fossil fuels; however, the amount and rate of

consumption of these resources would not result in significant environmental impacts or the unnecessary, inefficient, or wasteful use of resources because future development would be required to meet all applicable law regarding use of resources such as CCR Title 24, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings*. Additionally, future residents would be required to comply with any regulations regarding use of resources, such as drought condition water conservation measures implemented by the VID. Construction activities related to the DVSP Update, though previously analyzed, would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobiles and construction equipment.

With respect to operational activities associated with implementation of the DVSP Update, compliance with all applicable building codes, as well as PEIR mitigation measures, would ensure that all natural resources are conserved to the maximum extent practicable. It is also possible that new technologies or systems would emerge, or would become more cost-effective or user-friendly, to further reduce the project reliance upon nonrenewable energy resources.

The State CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the proposed project. Implementation of the DVSP Update would allow for the development of land uses, such as commercial and manufacturing facilities, that commonly store, use, and dispose of hazardous materials. Compliance with applicable federal, State and local hazardous materials regulations such as the Emergency Planning and Community Right-to-Know Act, the California HSC, CCR Title 23, the Aboveground Petroleum Storage Act, California Accidental Release Prevention Program, and the Hazardous Materials Building Plan requirements of the County Department of Environment Health would ensure that the DVSP Update would not result in irreversible environmental damage related to the reasonable foreseeable accidental release of hazardous materials.

## **VIII. CERTIFICATION OF THE PEIR**

Pursuant to Public Resources Code § 21081 and State CEQA Guidelines § 15090, the City of Vista certifies that:

1. The PEIR is an accurate and objective statement that fully complies with CEQA and the State CEQA Guidelines;
2. As the decision making body for the City, the PEIR was presented to the City Council and the City Council reviewed it and considered the information in the PEIR prior to approving the Project; and
3. The PEIR reflects the City Council's independent judgment and analysis.

The City of Vista further finds that no comments or responses to comments made during or after the review period for the PEIR, and received prior to the adoption of these Findings, or made during any other public hearing on the Project, rise to the level of significant new information requiring recirculation or additional environmental review pursuant to State CEQA Guidelines § 15088.5.

## **IX. FINDINGS REGARDING MITIGATION MONITORING AND REPORTING PLAN**

As required by Public Resources Code § 21081.6, the City, in adopting these Findings, also adopts a Mitigation Monitoring and Reporting Plan (MMRP). The MMRP is designed to ensure that, during the Project, the City and all other responsible parties will comply with the mitigation measures adopted in these Findings. The City Council hereby find that the MMRP, which is incorporated herein by reference, meets the requirements of Public Resources Code § 21081.6.

## **X. CUSTODIAN OF RECORDS**

The location of the documents or other materials which constitute the record of proceedings upon which the City's decision is based is the City of Vista Community Development Department located at 600 Eucalyptus Avenue, Vista, CA 92084. The custodian for such records is the Community Development Director at the same address.

## **XI. STAFF DIRECTION**

City staff is directed to file a Notice of Determination with the County of San Diego within five working days of final Project approval.





## EXHIBIT C

### STATEMENT OF OVERRIDING CONSIDERATIONS FOR DOWNTOWN VISTA SPECIFIC PLAN UPDATE PROJECT CEQA (PRC § 21081(b)) CEQA GUIDELINES (CCR §15093)

The City of Vista ("City") hereby adopts the following Statement of Overriding Considerations for the Downtown Vista Specific Plan (DVSP) Update project pursuant to Public Resources Code (PRC) § 21081 and State CEQA Guidelines § 15093. The Final Program Environmental Impact Report ("PEIR") for the project identifies significant environmental effects that would not be mitigated to below a level of significance and that would be allowed to occur as a result of project approval by the City Council. The City finds that, although potential project-related impacts have been avoided or substantially mitigated as described in the PEIR and the Findings adopted by the City pursuant to State CEQA Guidelines § 15091, the project will have significant, unavoidable environmental impacts in the following areas: air quality, cultural resources, land use, and traffic.

The City, after balancing the specific economic, legal, social, technological or other benefits of the project, including considerations for the provision of employment opportunities, determines and finds that the unavoidable adverse environmental effects may be considered "acceptable" due to the following specific considerations.

The primary goal of the DVSP Update is to stimulate reinvestment in older and underutilized properties to provide housing and commercial uses that would result in the re-creation of a dynamic downtown area. The DVSP Update would be used as a tool to guide and direct new redevelopment, economic development, streetscape and traffic improvements, parking, pedestrian amenities, and mixed land uses in the Specific Plan Area (SPA). The project would develop four distinct planning areas within the SPA, each of which provides specific types of development opportunities. A total of 1,270 new dwelling units and 1,866,737 additional square feet (SF) of development is proposed for SPA, compared to the existing condition.

Through implementation of the project, the DVSP Update will result in the following benefits to the SPA and surrounding areas, and the City of Vista as a whole:

#### 1) Employment Benefits

- a) Employment-Generating Land Uses. The DVSP Update would create new employment opportunities in the City of Vista. The project proposes commercial/retail, office, industrial, institutional, and service-oriented uses that would create a variety of employment opportunities.
- b) New Employment. The total number of jobs anticipated to be created by the proposed project is 3,500 jobs.
- c) Persons Benefitting From New Employment Opportunities. Those that would benefit from employment from development under the DVSP Update would range from students at local high schools or colleges filling part-time positions, students and adults filling full-time positions, skilled tradesmen filling certain industrial and

commercial positions, and professionals filling commercial, office, and institutional positions. Persons that live in the residential portion of the SPA would be prime candidates for part-time and full-time employment opportunities created by the redevelopment of the SPA.

## 2) Economic Benefits

- a) Construction-related Revenues. The construction of development under the DVSP Update would generate substantial revenue to the local economy and provide a significant number of construction-related jobs over a 20-year construction period.
- b) Benefits to Local Businesses. The existing businesses in the downtown area and surrounding area are expected to benefit from the increased residential activity accommodated by the proposed project, and from the visitors generated from the revitalization of the area as a commercial/retail and entertainment destination.
- c) Property Tax Revenue. Build-out of the DVSP Update is projected to create nearly \$394,305 in property tax revenue per year for the City.

### Property Tax Analysis

#### Assumptions:

Projected Gross Sales Revenue	\$750,000,000
Property Tax Rate	1.05148%
Estimated Property Tax Over 20-Year Build-out Period	\$ 7,886,100

- d) Sales Tax Revenue. During the next 20 years, it is anticipated that Paseo Santa Fe could absorb more than 1,000,000 sq. feet of commercial space, 70% of it office space and 30% of it retail. In addition to the property tax revenues to be generated, the DVSP would also generate significant sales tax dollars. It is estimated that based on industry standards for revenue per square foot, over \$100,000 annually would be generated on a non-inflated basis.

## 3) Redevelopment Benefits

- a) Dynamic Downtown Area. The primary goal of the DVSP Update is to stimulate reinvestment in older and underutilized properties to provide housing and commercial uses that would result in the re-creation of a dynamic downtown area.
- b) Smart-Growth Community. The DVSP Update would enhance the downtown area and renew interest and activity in the area by creating a place where residents can live, work, shop, and play. The redevelopment proposed by the DVSP Update would encourage residents in the SPA to shop and play in their community by providing attractive amenities close to home.
- c) Commercial Destination. Visitors from the surrounding areas would be encouraged to visit the SPA because it would provide a variety of commercial, retail, and entertainment opportunities in one area. The DVSP Update would create new shopping and entertainment destinations throughout the SPA. Specifically, the DVSP Update would create a cultural center along S. Santa Fe Avenue with an artistic,

creative feel that would include specialty shops, art galleries, ethnic restaurants, and other complementary uses and would provide a unique destination within the City.

- d) 18-Hour Activity Area. An 18-hour activity would be created by providing a variety of residential development types and commercial uses in the core of Planning Area 4 (PA-4), including major retailers, restaurants with outdoor dining, and large public spaces to encourage business throughout the day and evening.

#### 4) Aesthetic Benefits

The area-wide and planning area-specific design and development plans proposed in the DVSP Update would enhance the visual character and quality of the SPA, as discussed below for each planning area.

- a) Area-wide: The area-wide plan sets general site development standards that apply to all uses within the SPA. The general development standards that would create a cohesive and enhanced visual quality in the SPA include the following:

- General operating standards for storage, outdoor uses, light and glare, outdoor storage, parking, outdoor cooking, fences and walls, landscaping and parking/loading
- Standards for specific land uses including parking structures and garages, retail and entertainment development, mixed-use development, and work/live development
- Sign standards
- Nonconforming lots, structures and uses
- Development review procedures

Typical design guidelines include requirements for high quality development, preservation of historic or culturally significant elements, and avoidance of features that would create pedestrian or vehicular conflicts. Landscape requirements are also included to soften the appearance of building facades and hard surfaces, and provide shade for residents and visitors.

- b) Planning Area 1 (PA-1): Landscape guidelines are proposed for this planning area which would result in a consistent street landscape design. This planning area would provide gateway entry and exit points to and from the SPA. A compact mix of land uses is encouraged that would improve connectivity between the historic district and surrounding land uses. The Character Defining Elements and Guidelines for PA-1 include an architectural design that complements the architectural styles of the surrounding areas. A Character Overlay Zone would apply to a portion of PA-1, which would preserve and enhance the historic character and visual quality of the downtown area by maintaining the ambience and design context of the historic downtown area.
- c) Planning Area 2 (PA-2): The community design plan for this area includes landscaping that would build upon existing plant material and hardscape already found in the planning area, and would improve and enhance visual connectivity between the Civic Center, retail, office, and housing development within the planning area. Additionally, improvements to landscaping and architectural design would enhance the visual



quality of public views in this planning area. Since PA-2 would serve as a community node that offers civic, office, entertainment, restaurant, and retail uses, particular emphasis would be given to Vista Village Drive in order to create a continuous bold streetscape that starts from SR-78.

- d) Planning Area 3 (PA-3): The DVSP Update promotes the redevelopment of the streetscape of S. Santa Fe Avenue in this planning area to be highly walkable. Building façade and streetscape improvements are proposed, as well as the undergrounding of the utility lines. Landscape features would be used along pedestrian paths, within alley-like development, and in front of proposed shops, art galleries, ethnic restaurants, live-work units, and other complimentary uses.
- e) Planning Area 4 (PA-4): PA-4 would be improved by concentrating amenities near the Escondido Avenue Sprinter station, which would promote walkability. The visual quality of PA-4 would also be enhanced by implementation of new coordinated landscaping and building design, architectural design, and pedestrian access guidelines. A key guiding principle for this planning area is to foster stronger functional and visual connections between the S. Santa Fe Avenue corridor through enhanced pedestrian and bicycle utilization and vehicular accessibility. New development throughout the planning area would have a cohesive architectural theme or style.

#### 5) Recreational/Public Space Benefits

- a) New Recreational Resources. Implementation of the DVSP Update would include development of activity centers and public areas that are anticipated to enhance the SPA as a recreational experience for visitors and residents. Several land uses that include public open space would be permitted in all planning areas under the DVSP Update: parks, public open space, and trails. Implementation of the DVSP Update would aid the City in maintaining its goal of providing 4.49 acres of parkland for every 1,000 residents.
- b) Public Space Development Requirements. The DVSP Update requires that destination retail/entertainment development must provide usable exterior publicly accessible amenities which may include any combination of seating, public art, water features, and usable landscape area. The standards for mixed-use projects require outdoor space to be a minimum of 400 SF. The design guidelines for all residential developments include a requirement for residents to have access to usable open space for recreational and social activities.
- c) Commercial/Retail Uses. The proposed project would provide approximately 1,866,737 SF of new commercial/retail space that would include large commercial centers, retail shops, restaurants and other entertainment, and offices.

The City of Vista finds that there is substantial evidence in the administrative record of benefits in employment, economic effects, redevelopment, aesthetics, and the recreational/public space which would directly result from approval and implementation of the project. The City of Vista finds that the need for these benefits specifically overrides the impacts of the project on air quality, cultural resources, land use, and traffic and thus the adverse effects of the project are considered acceptable.

March 11, 2010



Volume III

# **Downtown Vista Specific Plan Update Program Environmental Impact Report Draft EIR Comments, Responses and Revisions**

SCH# 2009061018



**PBS**

# **DRAFT PROGRAM EIR COMMENTS, RESPONSES AND REVISIONS**

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## **INTRODUCTION**

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, a Draft EIR was prepared by the City of Vista (City) on the proposed project. The Draft EIR was submitted to the State Clearinghouse and the Office of Planning and Research and circulated for a 45-day public review period beginning on December 15, 2009 and ending on January 28, 2010 (SCH No. 2009061018). During that time, the document was reviewed by various State and local agencies, as well as by interested individuals and organizations. Written comments were received from the following agencies: California Department of Transportation (Caltrans) District 11, California Department of Toxic Substances Control (DTSC), and Vista Irrigation District (VID). Written comments were also received from three individuals or groups. A letter was received from the Governor's Office of Planning and Research indicating that the State Clearinghouse submitted the Draft EIR to selected State agencies for review. All comments received by the City have been fully addressed in written responses. The public review comments and the City's corresponding responses are provided at the end of this section.

This Final EIR includes the following items as required in Section 15132 of the State CEQA Guidelines:

- Revisions or clarifications to the Draft EIR;
- Comments and recommendations received on the Draft EIR;
- List of persons, organizations and public agencies commenting on the Draft EIR;
- Responses of the lead agency to significant environmental points raised in the review; and
- Any additional information considered pertinent by the lead agency.

## **REVISIONS TO THE DRAFT PROGRAM EIR**

The Final EIR includes minor text and graphical clarifications to the Draft EIR made in response to comments received during the public review period. Material added or deleted to the Draft EIR and technical reports is summarized below. Text changes are identified in tracking mode (strikeout/underline), so that the original and revised text may be compared. Revisions to traffic impact analysis figures are provided in Exhibits 1-10. Revisions to traffic impact analysis tables are provided in Tables RC-1 and RC-2.

The clarifications to the PEIR do not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures. Therefore, these clarifications do not trigger recirculation of the PEIR, per Section 15088.5 of the CEQA Guidelines.

## Revisions to Section 4.5, Cultural Resources

### *Table 4.5-3 in Section 4.5.1.6; page 4.5-5*

In response to a letter submitted by the Vista Village Business Association dated January 25, 2010 (see Comment Letter E), the City has made corrections to Table 4.5-3, Historic Resources Recommended Eligible to the NRHP in 1987. The address of Survey Number V.15 has been changed to 201 Washington Street. The revised Table 4.5-2 is provided in Attachment C of the Final EIR.

### *Table 4.5-5 in Section 4.5.1.7; page 4.5-12*

In response to a letter submitted by the Vista Village Business Association dated January 25, 2010 (see Comment Letter E), the City has made corrections to Table 4.5-5, Contributing Buildings in the Proposed Historic Commercial District. The historic name of APN 1751380900 has been changed to "Shelhoups" and the historic name of APN 1752710900 has been changed to "Dura Paint." The revised Table 4.5-5 is provided in Attachment C of the Final EIR.

### *Section 4.5.1.7; page 4.5-17*

In response to a letter submitted by the Vista Village Business Association dated January 25, 2010 (see Comment Letter E), the address under the subheading "Washington Street" has been changed to 201 Washington Street.

### *Table 4.5-6 in Section 4.5.5.3; page 4.5-24*

In response to a letter submitted by Vista Historical Society and Museum dated January 29, 2010 (see Comment Letter D), the City has added the buildings at 644 Vista Village Drive and 711 S. Santa Fe Avenue to the list of potentially significant buildings identified in Table 4.5-6, Significant and Potentially Significant Buildings. They have been assigned a status code of 5S3, which means that they will require future evaluation pursuant to mitigation measure Cul-3 prior to issuance of a grading permit for the property. In addition, the City has deleted the property located at 117 Santa Fe Avenue from Table 4.5-6, since this building has been torn down. The revised Table 4.5-6 is provided in Attachment C of the Final EIR.

## Revisions to Section 4.7, Hazards and Hazardous Materials

### *Section 4.7.5.1; page 4.7-7*

In response to a letter submitted by DTSC dated January 25, 2010 (see Comment Letter B), mitigation measure Haz-1 has been clarified and enhanced to apply to sites that contain lead-based paint and/or mercury and to require the preparation of a Workplan for sampling or remediation of hazardous materials. The clarifications are shown below in tracking mode.

**Haz-1** Prior to the issuance of any grading permits for any future project under the DVSP Update that would take place on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or on a site that was previously occupied by a land use that used or generated hazardous materials or wastes including lead-based paint and/or mercury, the project applicant shall complete a Phase 1 Environmental Site Assessment (ESA), prepared by a Registered Environmental Assessor (REA). Any recommendations for remediation or further analysis, such as a Phase 2 ESA site assessment,



*shall be implemented prior to issuance of any grading permit. A Workplan shall be approved and overseen by the appropriate regulatory agency for sampling or remediation of hazardous materials. If monitoring during construction is recommended, the project applicant shall provide a letter of verification to the City Planner, stating that a REA has been retained to implement the monitoring program during construction activities. The program shall detail the pollutants or evidence of pollutants whose presence is being monitored, as well as the actions to be taken should any pollutant or evidence of pollutant be uncovered. If such a pollutant or evidence of the pollutant is encountered, it should be evaluated by a REA and handled in accordance with applicable environmental laws and regulations.*

## Revisions to Section 4.14, Traffic

### Section 4.14.5.1; page 4.14-22

In response to a letter submitted by Caltrans dated January 27, 2010 (see Comment Letter A), mitigation measure Tra-10 has been clarified and enhanced to include other potential improvements to SR-78, in combination with or in place of the proposed HOV lane, such as auxiliary lanes, ramp improvements, and interchange improvements, that would mitigate the proposed project's impacts to a less than significant level. The clarification is shown below in tracking mode.

***Tra-10*** *A subregional corridor study of SR-78 shall be conducted by SANDAG and Caltrans in conformance with Caltrans procedures and standards in order to assess the ultimate SR-78 corridor needs to serve the build-out of the North County jurisdictions, including the City of Vista. The corridor study shall identify necessary improvements to SR-78 in order to support the future build-out, including the DVSP Update. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward necessary improvements to the SR-78 corridor, as determined in the SANDAG/Caltrans SR-78 corridor study, which may include auxiliary lanes, ramp improvements, interchange improvements, or adding an HOV lane to the eastbound side of SR-78, as deemed appropriate by the City.*

## Revisions to the Traffic Impact Analysis (Appendix J)

In response to a letter submitted by Caltrans dated January 27, 2010 (see Comment Letter A), the traffic impact assessment prepared by RBF Consulting (2009), provided as Appendix J of the Draft EIR, has been clarified and enhanced to include the following information. While some additional analysis was performed, none of the information provided below would result in changes to the impact conclusions reached in the Draft EIR.

1. Five figures (Exhibits 1-5) are provided in Attachment A in the Final EIR that show total traffic generated at the SR-78 ramps at Melrose Drive, Vista Village Drive, Escondido Avenue, and Mar Vista Drive. A new table (Table RC-1) is provided in Attachment B of the Final EIR which provides a breakdown of total traffic generated from each of the planning areas in the SPA.
2. A new figure (Exhibit 6) is provided in Attachment A of the Final EIR which shows the existing intersection geometry for the intersection movements at the SR-78 ramps at Melrose Drive, Vista Village Drive, Escondido Avenue, and Mar Vista Drive.
3. Volume exhibits for SR-78/Melrose Drive and SR-78/Mar Vista Drive are provided in four new figures (Exhibits 7-10) in Attachment A of the Final EIR. HCM peak hour level of service analysis was performed for these supplemental ramp intersections and the findings are summarized as Table RC-2 provided in Attachment B of the Final EIR. The ramp intersections at

SR-78/Melrose Drive, SR-78/West Vista Way and SR-78/Mar Vista Drive were not evaluated in the DVSP traffic impact analysis report (RBF 2009) because the total peak hour project traffic added to these ramps would be less than the 50-peak hour trip threshold per the SANTEC/ITE traffic impact study requirements (see Exhibit 5). These ramps were considered to be outside the project study area based on this criterion and not required for analysis in the traffic impact study.

## DRAFT PROGRAM EIR COMMENTS AND RESPONSES

The written comments provided on the following pages were submitted to the City of Vista during the public review period for the DVSP Update Draft EIR. All comment letters received were individually numbered, as indicated below in the Comment Letter Index. Responses to each comment were then prepared by the City. As shown on the following pages, the City's response is provided on the right side of the page opposite each individually numbered comment. Some comment letters received during the Draft EIR public review period contained comments that resulted in changes to the Final EIR text. These changes to the text are summarized above in the Revisions to the Draft EIR section.

## COMMENT LETTER INDEX

A	California Department of Transportation, District 11
B	California Department of Toxic Substances Control
C	Vista Irrigation District
D	Vista Historical Society and Museum
E	Vista Village Business Association
F	Jerome Hymes
G	Governor's Office of Planning and Research

## COMMENTS

## RESPONSES

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARTZ/INTEGRAL CONCEPTS

## DEPARTMENT OF TRANSPORTATION

DISTRICT 11  
4050 Taylor St., MS 240  
SAN DIEGO, CA 92110  
PHONE (619) 688-6960  
FAX (619) 688-4299  
TTY 1-800-735-2929



*Flex your power!  
Be energy efficient!*

January 27, 2010

11-SD-78  
PM Various  
SCH2009061018

Mr. John Hamilton  
Environmental Planner  
City of Vista  
600 Eucalyptus Avenue  
Vista, CA 92084

RE: Draft Environmental Impact Report – Downtown Vista Specific Plan Update

Dear Mr. Hamilton:

The California Department of Transportation (Caltrans) appreciates the opportunity to have reviewed the Draft Program Environmental Impact Report (PEIR) for the Downtown Vista Specific Plan (DVSP) Update. We have the following comments:

A-1.

EIR

As stated in the project EIR, *State CEQA Guidelines Sections 15168(c), (1) if a later activity would have effects not examined in the PEIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration, or (2) if the lead agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures are required, the agency can approve the activity as being within the scope of the project covered by the PEIR and no new environmental documentation would be required.* Therefore, it is understood by our agency that future projects within the DVSP will be analyzed on a project by project basis, whereby an initial study will be prepared that may require subsequent traffic analyses to determine whether later projects within the DVSP may cause significant effects on the environment that were not examined in the prior EIR for the DVSP, and identify mitigation measures at that time to reduce project-level impacts to below a level of significance.

A-2.

Future project-level developments should include an opening year or existing plus project analysis. For phased developments, include projections for the year that each phase of the development is planned to be complete. Forecast performance measures should be indicated both without and with the development in the year that each phase is planned to be complete, and in the horizon year. The local agency's permit issuance should be based on completion of mitigation identified in the project's environmental document for each phase. If the project's permit issuance varies from the timeline identified in the approved environmental document, the project's traffic analysis may need to be revised. Typically, data used in the TIS should not be more than 2 years old.

A-3.

A-1

This comment is an introduction to the comments that are addressed in responses to Comments A-1 through A-26. It does not raise a significant environmental issue for which a response is required.

A-2

This comment summarizes information provided in PEIR Section 1.3, Type, Intended Use and Purpose. The proposed project would be consistent with State CEQA Guidelines Section 15168(c), which states that (1) if a later activity would have effects not examined in the PEIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration, or (2) if the lead agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures are required, the agency can approve the activity as being within the scope of the project covered by the PEIR and no new environmental documentation would be required. Thus the City, as Lead Agency, would rely on the PEIR in conjunction with its consideration of subsequent project developments, as deemed appropriate and consistent with the requirements of CEQA.

A-3

The City acknowledges and appreciates the information provided in this comment regarding the environmental analysis of future development projects under the DVSP Update. However, this comment does not address the analysis provided in the PEIR and, therefore, does not raise a significant environmental issue for which a response is required.

## COMMENTS

## RESPONSES

Mr. John Hamilton  
January 27, 2010  
Page 2

**Mitigation**

Implementation of mitigation measure *Tra-10* includes fair share toward adding an HOV lane to the eastbound side of State Route 78 (SR-78).

The EIR indicates "...this would reduce the identified significant impact to the eastbound SR-78 segment from Vista Village Drive to Escondido Avenue to a less than significant level. However, since the improvements to SR-78 are proposed within the jurisdiction of another public agency (Caltrans), the City cannot guarantee their implementation. Therefore, the impact would remain significant and unavoidable." However, the EIR also states that "prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward adding an HOV lane to the eastbound side of SR-78." This statement is confusing in that the City cannot guarantee its implementation, but will not issue any building permits until a fair share payment is collected. Please clarify.

A-4.

Given that this Plan will generate approximately 150,000 additional daily vehicle trips to the road network, and the deficiency of analysis on SR-78 as identified in Caltrans comments for this EIR, further evaluation of traffic impacts and potential mitigation to SR-78 should be conducted. Fair share towards a future HOV lane on SR-78 may not be sufficient, or the most reasonable approach to mitigate impacts to SR-78. The Lead Agency under CEQA has the responsibility to determine whether a potential mitigation measure is feasible or infeasible, based on substantial evidence in the record and based on a thorough analysis. Furthermore, an HOV lane on SR-78 is not included in the Revenue Constrained financial scenario of the currently adopted San Diego Association of Governments (SANDAG) Regional Transportation Plan, and it is unlikely that such an HOV lane on SR-78 would be capable of being accomplished in a successful manner within a reasonable period of time consistent with development approvals as part of the DVSP.

A-5.

**Other Studies**

SANDAG and Caltrans are just getting underway with a SR-78 Corridor Study. SANDAG and Caltrans staff will work with North County jurisdictions, including the City of Vista, to coordinate a subregional study focusing on the SR-78 corridor. The study will assess the planned HOV improvements and the ultimate corridor needs that would affect local planning decisions. Coordination with the SR-78 Corridor Study as part of the DVSP to assess and identify potential mitigation projects to SR-78 is a recommended approach. Another potential mechanism in lieu of fair share to address impacts to the SR-78 corridor is the City could consider the implementation of a development impact fee program.

A-6.

In January 2009, the City of Vista was awarded a Caltrans Community-Based Transportation Planning (CBTP) grant for the "Downtown/Santa Fe Corridor Transportation Connectivity Study" project, with a completion date of February 2011. With active community involvement, the project will develop a plan for redevelopment that accommodates and supports economic growth, multi-modal transportation options, and parking within the City's Redevelopment Project Area, which should be coordinated with the Vista General Plan Update and the Downtown Vista Specific Plan.

A-7.

Mitigation measure Tra-10 has been clarified and enhanced to include other potential improvements to SR-78, in combination with or in place of the proposed HOV lane, such as auxiliary lanes, ramp improvements, and interchange improvements, that would mitigate the proposed project's impacts to a less than significant level. The City has agreed to set up a development impact fee program that future projects in the SPA would pay into in order to mitigate individual project impacts to SR-78. However, if a fund is not in place to make the specific improvements to SR-78 at the time that the individual projects are approved, the City cannot guarantee that the improvements would be implemented since they are within the jurisdiction of another agency (Caltrans). Therefore, for the purposes of CEQA, the City has determined that even with the payment of fees by future development projects to mitigate impacts to SR-78 the impact is significant and unavoidable.

A-4

This revision to the PEIR does not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures. Therefore, this revision does not trigger recirculation of the PEIR, per Section 15088.5 of the CEQA Guidelines.

A-5

The City has clarified and enhanced mitigation measure Tra-10 to identify other potential improvements to SR-78 that may also mitigate the impacts to this roadway, in addition to the HOV lane. See response to comment A-4 for a summary of revisions to mitigation measure Tra-10.

A-6

See response to comment A-4 regarding the City's establishment of a development impact fee program and the clarifications and enhancements made to mitigation measure Tra-10, which identify other potential improvements to SR-78 as recommended in the SR-78 Corridor Study that would equally mitigate project impacts to this freeway.

A-7

The City is aware of the CBTP grant for the Downtown/Santa Fe Corridor Transportation Connectivity Study, which is anticipated to be completed in 2011. Based on the results of the study, the City may elect to revise the DVSP Update in the future in response to the study recommendations. If this were to occur, then the City would prepare a subsequent CEQA document to address the changes in the Plan.



## COMMENTS

## RESPONSES

Mr. John Hamilton  
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Page 3

Multi-modal Comments

Caltrans recognizes that there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both total vehicle miles traveled and the number of trips per household. Therefore, Caltrans encourages local agencies as part of their general and specific plan updates to work towards a safe, functional, interconnected, multi-modal system integrated with land use planning that supports the concept of a local circulation system which is pedestrian, bicycle, and transit-friendly in order to enable residents to choose alternative modes of transportation. Transit accommodations can be accomplished through the provision of park and

A-8

ride facilities, bicycle access, signal prioritization for transit, improvements to the two NCTD SPRINTER light rail stations within the DVSP, or other enhancements that can improve mobility and alleviate traffic impacts to State facilities serving the SPA. SR-78. This is partially acknowledged in Project Objective #8 on page 3-2. Transportation Demand Management strategies should also be analyzed or considered as alternative mitigation strategies.

**Bicycle Plan:** Under the heading 4.14.2.3 Regional Plans and Policies, a reference should include SANDAG's current Draft Regional Bicycle Plan. Also, section 4.14.5.5 Issue 7- Alternative Transportation (p.4.14-25 & 26) should include the East Vista Way connector that will link the SPRINTER station to the San Luis Rey River Trail, which is a Class II bike lane facility. Please refer to the Regional Bicycle Plan.

A-9

Traffic Comments

1. Fig. 3-1 - State clearly and specifically how many trips (both ADT and AM/PM Peak Hours) would access SR-78 at all ramps at Melrose Drive, Vista Village Drive, Escondido Avenue, and Mar Vista Drive - from each of the Plan areas. The document should be more apparent as to what traffic is attributable to which Plan area, and the naming conventions of the Plan Areas be made more comprehensible.

A-10

2. Please include diagrams with the existing geometry of all the intersection movements that are analyzed in the traffic study showing the ADT volumes and AM/PM Peak Hour volumes accessing SR-78, at the locations mentioned in #1 above.

A-11

3. No volumes or analysis was provided for SR-78/Melrose Drive or SR-78/Mar Vista Drive. Please provide volumes and intersection analyses at these locations.

A-12

4. There is no mention of impacts to or mitigation for impacts on SR-78 ramps or ramp termini intersections. With over 150,000 ADT being generated, it is not reasonable that there are no impacts on SR-78 ramps or ramp termini intersections. This comment is further substantiated with the 2030 Base and Plus Project Conditions showing the segment of Escondido Avenue at the SR-78 ramp intersection operating at LOS F, the segment of Vista Village Drive at the SR-78 ramp intersection operating at LOS D, and the Freeway Segments of SR-78 between Vista Village Drive and Escondido Avenue operating at LOS F for eastbound and D for the westbound. Please explain.

A-13

A-8

The City supports the use of alternative modes of transportation in the SPA. Guiding Principle 4 in the DVSP Update identifies a project goal to foster stronger connections in the Downtown area, Vista Village Drive, Vista Way and Santa Fe corridors, and the regional marketplace through enhanced pedestrian utilization, transit use, and vehicular access. The mixed-use nature of the project encourages the development of a downtown community where residents can live, work, shop and play, which would reduce vehicle trips and promote other forms of transportation. In addition, the project also includes improvements to pedestrian, bicycle and transit facilities, as identified in PEIR Project Objective 8. Mitigation measure Air-5 also supports the use of alternative transportation by requiring future projects to incorporate design features that would reduce operational air emissions associated with vehicular traffic. These design features include enhancing or constructing new pedestrian and bicycle facilities, providing connections to existing bike paths, providing bicycle racks, and incorporating other transportation demand features into the project. Therefore, the City has adequately considered and integrated transportation demand management strategies into the proposed project.

A-9

The City appreciates the information regarding the bicycle plan. However, because it is in draft form and has not been adopted, the Draft Regional Bicycle Plan is not appropriate to reference in Section 4.14.2.3 of the PEIR, which only includes adopted plans. The discussion of the East Vista Way connector has not been included in the discussion in PEIR Section 4.14.5.5 for the same reason.

A-10

In response to this comment, the traffic analysis (RBF 2009) has been clarified and enhanced to include the requested information regarding project trips accessing SR-78 from the ramps at Melrose Drive, Vista Village Drive, Escondido Avenue and Mar Vista Drive. Five figures (Exhibits 1-5) are provided in Attachment A of the Final EIR that show total traffic generated at the specified SR-78 corridor ramps. A new table (Table RC-1) is provided in Attachment B of the Final EIR which provides a breakdown of total traffic generated from each of the planning areas in the SPA.

These revisions to the traffic impact analysis (RBF 2009) do not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures. Therefore, this revision does not trigger recirculation of the PEIR, per Section 15088.5 of the CEQA Guidelines.

**COMMENTS****RESPONSES**

A-11

In response to this comment, the traffic analysis (RBF 2009) has been clarified and enhanced to include the lane geometry for intersection movements at the SR-78 ramps at Melrose Drive, Vista Village Drive, Escondido Avenue and Mar Vista Drive. A new figure (Exhibit 6) is provided in Attachment A of the Final EIR which shows the existing intersection geometry for the specified SR-78 ramp intersections.

These revisions to the traffic impact analysis (RBF 2009) do not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures. Therefore, this revision does not trigger recirculation of the PEIR, per Section 15088.5 of the CEQA Guidelines.

A-12

In response to this comment, the traffic analysis (RBF 2009) has been clarified and enhanced to include the volumes and analysis for the ramp intersections at SR-78/Melrose Drive, SR-78/West Vista Way and SR-78/Mar Vista Drive. Volume exhibits for each scenario are provided as Exhibits 7-10 in Attachment A in the Final EIR. HCM peak hour level of service analysis was performed for these supplemental ramp intersections and the findings are summarized in Table RC-2 provided in Attachment B of the Final EIR.

The ramp intersections at SR-78/Melrose Drive, SR-78/West Vista Way and SR-78/Mar Vista Drive were not evaluated in the DVSP traffic impact analysis report (RBF 2009) because the total peak hour project traffic added to these ramps would be less than the 50-peak hour trip threshold per the SANTEC/ITE traffic impact study requirements (see Exhibit 5). These ramps were considered to be outside the project study area based on this criterion and not required for analysis in the traffic impact study. However, the analysis of the SR-78/Melrose Drive, SR-78/West Vista Way and SR-78/Mar Vista Drive ramp intersections has been provided to address the questions raised by Caltrans in the letter dated January 27, 2010 and do not affect the findings of the traffic impact analysis report.

The SR-78/Mar Vista Drive interchange assumes that the extension of Cannon Road would occur by Year 2030. Under all future year conditions, the additional traffic associated with the Cannon Road extension results in extremely high delay and LOS F operating conditions when the existing intersection geometry is assumed. Existing ramp intersections include stop sign control at both ramps and one lane in each direction on Mar Vista Drive. Therefore, even minor increases in traffic to this interchange would result in significant increases in delay. Extending Cannon Road through the County of San Diego and City of Carlsbad would add a significant

**COMMENTS****RESPONSES**

amount of traffic to this existing interchange and would require improvements to be made to accommodate the higher traffic volumes. The impacts identified in Table RC-2 are not a direct result of the proposed project traffic but reflect the overall impact of the Cannon Road extension if conditions at the SR-78/Mar Vista Drive interchange are not improved with the Cannon Road extension.

The revisions to the traffic impact analysis (RBF 2009) do not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures. Therefore, this revision does not trigger recirculation of the PEIR, per Section 15088.5 of the CEQA Guidelines.

A-13

Table 1 in the traffic impact analysis (RBF 2009) shows the total DVSP Update trips (151,000). Analysis of project impacts evaluated the net change in trips between the existing General Plan and proposed DVSP Update land uses. The net change associated with the DVSP Update would result in an increase of approximately 91,000 trips per day in the study area.

The Vista Village Drive/SR-78 and Escondido Avenue/SR-78 ramp intersections are forecast to operate at LOS D or better during the peak hours in Year 2030 with the DVSP; therefore, mitigation measures are not required at these intersections.

As stated in Chapter 4.14, Traffic, of the DVSP EIR, intersection performance during the peak hours is a better indicator of poor level of service operations than segment performance on a daily basis. Therefore, mitigation measures were based on improving intersection operations, which would serve to mitigate segment impacts as well. At the SR-78/Vista Village Drive and SR-78/Escondido Avenue interchanges, the analysis findings in the traffic impact analysis report show that the ramp intersections are forecast to operate at acceptable levels of service during the peak hours in Year 2030 with and without the traffic generated by the DVSP Update land uses. Therefore, no improvements were identified to mitigate the daily segment impacts on Vista Village Drive and Escondido Avenue near the interchanges. Improvements were identified at Escondido Avenue/Postal Way and Escondido Avenue/Santa Fe Avenue to mitigate impacts at those intersections. These improvements would also serve to mitigate the segment impact on Escondido Avenue between SR-78 and Santa Fe Avenue.

## COMMENTS

## RESPONSES

Mr. John Hamilton  
January 27, 2010  
Page 4

A-14.	All freeway entrance and exit ramps where the number of peak-hour trips may cause traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis should be conducted for all nearby Caltrans ramps to identify the delay to motorists using the ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study. Some design volume thresholds such as those for freeway ramps are defined in the Highway Design Manual (HDM) [Refer to section 504.3 subsections (2), (6), and (7)]. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.	A-14	Ramp meter analysis was not conducted for the SR-78 freeway ramps in the DVSP Update traffic impact analysis report (RBF 2009). As discussed in a February 17, 2010 conference call with Caltrans' staff, the City will require future projects in the SPA to prepare a ramp meter analysis for the SR-78 ramps as a condition of project approval.
A-15.	5. No weaving analysis was done on SR-78 (with project, without project). It is likely auxiliary lane improvements on SR-78 may be needed because of this project.	A-15	A weaving analysis was not conducted for the SR-78 in the DVSP Update traffic impact analysis report (RBF 2009). Please refer to response to comment A-4 regarding clarifications made to mitigation measure Tra-10, to include other potential improvements to SR-78, in combination with or in place of the proposed HOV lane, such as auxiliary lanes, ramp improvements, and interchange improvements, that would mitigate the proposed project's impacts to a less than significant level.
A-16.	6. What per lane / per hour volume was used to calculate V/C and LOS on SR-78? Caltrans District 11 and SANDAG typically use 2000 vehicles/lane/hour as the capacity for a lane of freeway.		
A-17.	7. Appendix J Traffic Study, Tables 6 and 7 - Since the project has over 151,000 ADT, it is not reasonable or feasible that the project adds only 228 vehicles eastbound, and only 66 vehicles westbound to SR-78, during the 2030 AM peak hour. Please explain.	A-16	The freeway mainline segment analysis provided in the traffic analysis (RBF 2009) uses the HCM-2000 methodology for Basic Freeway Segment. According to the HCM, the maximum service flow rate for a free flow speed of 65 mph is 2,350 passenger cars per lane per hour (pcplph) at LOS E (capacity). This maximum service flow rate is reduced by a heavy vehicle adjustment factor evaluated using 4 percent trucks (fHV = 0.98). Level of service along the corridor using the HCM methodology is based on a pcplph volume, speed and density.
A-18.	8. Appendix J Traffic Study, Tables 6 and 7 - Since the project has over 151,000 ADT, it is not reasonable or feasible that the project adds only 83 vehicles eastbound, and only 34 vehicles westbound to SR-78, during the 2030 PM peak hour (assuming 4 lanes on South Santa Fe Drive).		
A-19.	9. Table 3 in Appendix J, the Traffic Study shows the segment of Vista Village Drive from SR-78 WBR to Vista Way as having a LOS E in both the 2030 with project with 4-lane and with 2-lane. What mitigation measures are included to cover the increase in traffic from the WB SR-78 off-ramp to NB Vista Village Drive and from SB Vista Village Drive to WB SR-78 on-ramp? Please explain.	A-17	See response to comment A-13 regarding the DVSP Update trip generation. SR-78 freeway volumes used in the DVSP Update traffic impact analysis report (RBF 2009) for Year 2030 conditions were obtained from the most recent SANDAG Series 11 Combined North County Traffic Model that was available at the time the traffic analyses was conducted (November 2008 – May 2009). As shown in Tables 6 and 7 of the traffic impact analysis report, the increases in traffic on SR-78 associated with the DVSP Update in Year 2030 are based on the net change in traffic between the build-out of the General Plan land uses ("without project") and the build-out of the DVSP Update land uses ("with project"). When comparing the net change in traffic between the displaced existing land uses and the build-out of the DVSP Update land uses, the net change in traffic would be greater, as shown in Exhibit 5.
A-20.	10. Table 3 in Appendix J, the Traffic Study shows the segment of Escondido Avenue from SR-78 WBR to Santa Fe Avenue as having a LOS F in both the 2030 with project with 4-lane and with 2-lane. What mitigation measures are included to cover the increase in traffic from the WB SR-78 off-ramp to Escondido Avenue and from Escondido Avenue to WB SR-78 on-ramp? Please explain.		
A-21.	<p><u>Caltrans Encroachment Permit</u></p> <p>Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by the Department. Based on the complexity of the project, the impacts, and the cost of</p>		



## COMMENTS

## RESPONSES

Mr. John Hamilton  
January 27, 2010  
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the project on the SHS, a project will require a permit application review and development of a Permit Engineering Evaluation Report (PEER) or appropriate Project Initiation Document (PID).

If a project is considered to be a non-complex project and the construction cost for the project is less than \$3,000,000 (three million dollars), then the review and approval of the project is completed under the encroachment permit process and PEER review. A PEER should always be prepared when new operating improvements are constructed by the permittee that become part of the SHS.

These include signalization, channelization, left-turn pockets, widening, realignment, public road connections, and bike paths and lanes. Please submit a PEER Report prior to applying for an encroachment permit.

[http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/forms/PEER\\_\(TR-0112\).pdf](http://www.dot.ca.gov/hq/traffops/developserv/permits/pdf/forms/PEER_(TR-0112).pdf)

If the project meets the complex project definition as defined in Caltrans Encroachment Permit Manual or if the construction is greater than \$3,000,000, the project proponent shall submit a PID and a Caltrans project manager is assigned to coordinate the project approval. A PID or PSR will not be approved unless there is an executable Cooperative Agreement (CA) or Highway Improvement Agreement (HIA).

Furthermore, the applicant's environmental documentation must include such work in their project description and indicate that an encroachment permit will be needed. As part of the encroachment permit process, the developer must provide appropriate environmental approval for potential environmental impacts to State Highway R/W. Environmental documentation should include studies or letters from qualified specialists or personnel which address the potential, or lack of potential, for impacts to the following resources in state right-of-way:

Biological resources  
Archaeological and historic resources  
Visual quality  
Hazardous waste  
Water quality and stormwater  
Air quality  
Noise levels

Copies of all project-related environmental documentation and studies, which address the above-cited resources, should be included with the project proponent's encroachment permit application to Caltrans for work within State R/W. If these materials are not included with the encroachment permit application, the applicant will be required to acquire and provide these to Caltrans before the permit application will be accepted. Encroachment permit submittals that are incomplete can result in significant delays in permit approval. The developer will also be responsible for procuring any necessary permits or approvals from the regulatory and resource agencies for the improvements.

A-18 See response to comment A-17 regarding the SR-78 freeway volumes and increases in traffic identified in the DVSP Update traffic impact analysis report (RBF 2009).

A-19 See response to comment A-13 regarding project impacts to Vista Village Drive.

A-20 See response to comment A-13 regarding project impacts to Escondido Avenue.

A-21 The City acknowledges and appreciates the information provided in this comment regarding permit requirements for work performed in Caltrans' right-of-way. However, this comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.

A-22 The City acknowledges and appreciates the information provided in this comment regarding environmental documentation requirements for a Caltrans encroachment permit. However, this comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.

A-21.  
cont.

A-22.

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A-22. cont.	Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158	A-23	Upon final approval of the project, certification of the PEIR and adoption of the MMRP, the City will provide Caltrans with a copy of the adopted MMRP.
A-23.	The California Environmental Quality Act (CEQA) requires, under Public Resources Code (PRC) Section 21081.6, the adoption of reporting or monitoring programs when public agencies include environmental impact mitigation as a condition of project approval. Reporting or monitoring takes place after project approval to ensure implementation of the project in accordance with the mitigation adopted during the CEQA review process. According to PRC Section 21081.6, when a project has impacts that are of statewide, regional, or area-wide significance, a reporting or monitoring program shall be submitted to the Department of Transportation (Caltrans).	A-24	The City acknowledges and appreciates the information provided in this comment regarding roadway and intersection LOS. However, this comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
A-24.	The lead agency should monitor impacts to insure that roadway segments and intersections remain at an acceptable Level of Service (LOS). Should the LOS reach unacceptable levels, the lead agency should delay the issuance of building permits for any project until the appropriate impact mitigation is implemented.	A-25	The City acknowledges and appreciates the information provided in this comment regarding mitigation agreements with Caltrans. However, this comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
A-25.	Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.	A-26	This comment provides a closing statement to the letter and does not raise a significant environmental issue for which a response is required.
A-26.	Caltrans appreciates the City's collaboration toward improving transportation along the SR-78 corridor. Mitigation improvements identified with this Plan will work towards those efforts and should be considered. Caltrans looks forward to working with the City of Vista towards a mutual vision for improving transportation and land use along the SR-78 corridor.  If you have any questions or require further information, please contact Christian Bushong at (619) 688-2510 or email at christian.bushong@dot.ca.gov.		

Sincerely,



JACOB M. ARMSTRONG, Chief  
Development Review Branch

c: State Clearinghouse

## COMMENTS

## RESPONSES



## Department of Toxic Substances Control

Maziar Movassaghi  
Acting Director  
5786 Corporate Avenue  
Cypress, California 90630

Arnold Schwarzenegger  
Governor

Linda S. Adams  
Secretary for  
Environmental Protection

January 25, 2010

Mr. John Hamilton  
Environmental Planner  
Community Development Department  
City of Vista  
600 Eucalyptus Avenue  
Vista, California 92084-6240

NOTICE OF AVAILABILITY OF A PROGRAM ENVIRONMENTAL IMPACT REPORT  
FOR DOWNTOWN VISTA SPECIFIC PLAN UPDATE PROJECT (SCH# 009061018).  
SAN DIEGO COUNTY.

Dear Mr. Hamilton:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Program Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "The proposed Downtown Vista Specific Plan (DVSP) Update is a planning tool that will guide and direct new redevelopment, economic development, streetscape and traffic improvements, parking, pedestrian amenities, and a mix of land uses in the downtown area of the City of Vista (City). The proposed Specific Plan Area (SPA) is centrally located in the downtown of the City. The proposed DVSP Update would update and expand the boundaries of the existing Downtown SP #26. The expanded SPA would cover a total area of approximately 352 gross acres (275 net acres without right-of-way). The City is approximately 18.7 square miles and is located in northern San Diego County. The City of Oceanside is to the west, the City of Carlsbad to the southwest, the City of San Marcos to the south, unincorporated County of San Diego to the east, and the unincorporated community of Bonsall to the north. The SPA is located just north of State Route 78 (SR-78). Commercial, entertainment, and residential land uses develop most of the SPA." DTSC has following comments:

- 1) The EIR should identify the current or historic uses in the project area that may have resulted in a release of hazardous wastes/substances, and any known or potentially contaminated sites within the proposed Project Area. For all identified sites, the EIR should evaluate whether conditions at the site may pose a threat to

This is an introductory comment that summarizes the proposed project description, as contained in Chapter 3.0, Project Description, of the Draft PEIR.

The current site conditions and uses in the SPA that would have the potential to generate hazardous materials are discussed in Section 4.7.1.1, Current Site Conditions and Uses. As discussed therein, commercial uses such as gas stations, dry cleaners, automotive repair shops and light manufacturing and industrial facilities would have the potential to generate hazardous materials such as batteries, cleaning products, paints, and automotive fluids. They would also have the potential to contain storage tanks for wastes and fuels.

As discussed in PEIR Section 4.7.1.2, a records search was conducted of federal, State and local databases for sites that generate, store, treat or dispose of hazardous materials, or sites for which a hazardous materials release or incident has occurred. Table 4.7-1 in the PEIR identifies potential hazardous materials sites within one-quarter mile of the SPA. The list of 17 sites identified in this table was obtained from the Geotracker, EnviroStor, and Site Assessment and Mitigation Program (SAM) databases. Collectively, these databases provide access to environmental data including underground storage tanks, fuel pipelines, public drinking water supplies, federal Superfund sites (National Priorities List), State response sites (including military facilities and State Superfund sites), voluntary clean-up sites, school sites, and contaminated sites in San Diego County that have previously or are currently undergoing environmental investigations and/or remedial actions.

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## RESPONSES

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human health or the environment. Following are the databases of some of the pertinent regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
- EnviroStor: A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
- Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
- Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

B-2.  
cont.

2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents. Please see comment No. 11 below for more information.

B-3.

3) All environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found should be clearly summarized in a table.

B-4.

The mechanism to initiate environmental investigation and remediation on individual development sites within the SPA is ensured through the implementation of PEIR mitigation measure Haz-1, which requires any project site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or on a site that was previously occupied by a land use that used or generated hazardous materials or wastes, to complete a Phase I Site Assessment prepared by a Registered Environmental Assessor (REA). Any recommendations for remediation or further analysis, such as a Phase 2 Site Assessment, are required to be implemented prior to issuance of any grading permit. If monitoring during construction is recommended, the project applicant is required to provide a letter of verification to the City Planner, stating that a REA has been retained to implement the monitoring program during construction activities. The program shall detail the pollutants or evidence of pollutants whose presence is being monitored, as well as the actions to be taken should any pollutant or evidence of pollutant be uncovered. If such a pollutant or evidence of the pollutant is encountered, it should be evaluated by a REA and handled in accordance with applicable environmental laws and regulations. Therefore, the PEIR provides a mechanism to initiate environmental investigation and remediation for contaminated sites in the SPA.

B-4

The City agrees with the comment and has clarified and enhanced the language in mitigation measure Haz-1 to require the preparation of a Workplan overseen by the appropriate regulatory agency for sampling or remediation of hazardous materials.

This revision to the PEIR does not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures. Therefore, this revision does not trigger recirculation of the PEIR, per Section 15088.5 of the CEQA Guidelines.



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B-5.	4)	Proper investigation, sampling and remedial actions overseen by the respective regulatory agencies, if necessary, should be conducted at the site prior to the new development or any construction. All closure, certification or remediation approval reports by these agencies should be included in the EIR.	B-5
B-6.	5)	If buildings or other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should be conducted for the presence of other related hazardous chemicals, lead-based paints or products, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.	B-6
B-7.	6)	Project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.	
B-8.	7)	Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. If it is found necessary, a study of the site and a health risk assessment overseen and approved by the appropriate government agency and a qualified health risk assessor should be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.	
B-9.	8)	If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a Unified States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.	B-7
B-10.	9)	If during construction/demolition of the project, the soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented.	B-8

The City agrees with the comment and has identified mitigation measure Haz-1 in the PEIR which requires investigation, sampling and remedial actions, as necessary, for contaminated sites within the SPA. Refer to responses to comments B-3 and B-4 above.

Impacts related to Asbestos Containing Material (ACM) are addressed in Section 4.2, Air Quality. Mitigation measure Air-4 requires an ACM survey for all buildings proposed for demolition or renovation that were constructed prior to 1980. The mitigation measure requires that the demolition or renovation of structures which may contain ACM must be handled and disposed of in accordance with SDAPCD Rules 361.140-361.156.

Mitigation measure Haz-1 would reduce impacts to sites containing hazardous materials or wastes by requiring the project applicant to conduct a Phase I Site Assessment on the site and implement any recommendations for remediation or further analysis identified in the assessment. In response to this comment, the language in mitigation measure Haz-1 has been clarified and enhanced to include sites that contain lead-based paint and/or mercury.

This revision to the PEIR does not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures. Therefore, this revision does not trigger recirculation of the PEIR, per Section 15088.5 of the CEQA Guidelines.

The City agrees with the comment. Future development projects in the SPA will be required to comply with all federal, State and local laws and regulations associated with the import and export of contaminated soils.

The City agrees with the comment and has identified mitigation measure Haz-1 in the PEIR which requires investigation, sampling and remedial actions, as necessary, for contaminated sites within the SPA. This measure requires the preparation of a Phase I Site Assessment on proposed development sites that may contain hazardous materials and the implementation of any recommendations for remediation or further analysis identified in the assessment, which may include the preparation of a health risk assessment.

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B-11.	10) If a site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
B-12.	11) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties under CERCLA, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see <a href="http://www.dtsc.ca.gov/SiteCleanup/Brownfields">www.dtsc.ca.gov/SiteCleanup/Brownfields</a> , or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.
B-13.	12) In future CEQA documents, please provide your e-mail address, so DTSC can send you comments both electronically and by mail.  If you have any questions regarding this letter, please contact Mr. Rafiq Ahmed, Project Manager, at <a href="mailto:rahmed@dtsc.ca.gov">rahmed@dtsc.ca.gov</a> or by phone at (714) 484-5491.

Sincerely,



Greg Holmes  
Unit Chief  
Brownfields and Environmental Restoration Program  
Cypress Office

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
1001 I Street, 22nd Floor, M.S. 22-2  
Sacramento, California 95814  
[Adelacr1@dtsc.ca.gov](mailto:Adelacr1@dtsc.ca.gov)

CEQA# 2764

In addition, the analysis of impacts to sensitive receptors provided in Section 4.2.5.3 of the PEIR identified potential impacts to sensitive receptors from toxic air contaminants emitted from gas stations and dry cleaning facilities. Mitigation measure Air-8 would reduce these impacts to a less than significant level by requiring minimum siting distances between these uses and sensitive receptors, as identified in the Land Use and Air Quality Handbook (CARB 2005). Therefore, the PEIR adequately addresses impacts to human health and the environment from the construction and operation of future development projects in the SPA.

B-9 The City agrees with the comment. Future development projects in the SPA will be required to comply with all federal, State and local laws and regulations associated with the management of hazardous wastes.

B-10 The City agrees with the comment. Future development projects in the SPA will be required to comply with all federal, State and local laws regulations associated with the identification of contaminated soil and/or groundwater during construction activities.

B-11 The proposed project is located in an existing developed area in downtown Vista. No agricultural, livestock or related activities occur in the area or immediate vicinity. As discussed in Section 4.5, Cultural Resources, the downtown area has been developed since the early to mid 1900s. Therefore, the risk of encountering pesticides, agricultural chemicals, organic wastes or other related residues during project construction activities from past agricultural activities is low. In the unlikely event that this type of contamination is identified during the construction of future development projects within the SPA, remediation would be required in accordance with all applicable federal, State and local laws and regulations.

B-12 The City acknowledges and appreciates the information provided in this comment regarding DTSC guidance for cleanup and oversight of contaminated sites. However, this comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.

B-13 As requested in this comment, the City will provide an email address to DTSC as a part of future communications. The comment provides a closing statement to the letter and does not raise a significant environmental issue for which a response is required

## COMMENTS

## RESPONSES



1391 Engineer Street • Vista, California 92081-8836  
Phone (760) 597-3100 • Fax: (760) 598-8757  
www.vista-irrigation.org

January 28, 2010

Mr. John Hamilton  
Environmental Planner  
City of Vista  
600 Eucalyptus Avenue  
Vista, CA 92084

Re: Draft Program Environmental Impact Report for the  
Downtown Vista Specific Plan Update

Dear Mr. Hamilton:

Vista Irrigation District has reviewed the Draft Program Environmental Impact Report for the Downtown Vista Specific Plan Update. We are providing the following comments for your consideration when preparing the final document.

C-1.	1) Page 3-17, Figure 3-7/ Page 4.15-1, Section 4.15.1.1 Potable Water. Existing potable water infrastructure is detailed and listed. For existing pipe sizes there appears to be discrepancies between Vista Irrigation District records and pipe sizes listed in the Draft Program Environmental Impact Report (DPEIR). Current pipe size, material, and year installed data is identified in the VID distribution system map atlas provided bi-annually to the City of Vista Engineering and Fire Departments.	C-1	This comment is an introduction to the comments that are addressed in responses to Comments C-2 through C-4. It does not raise a significant environmental issue for which a response is required.
C-2.	2) Page 3-16, Section 3.6.1 Water Infrastructure Improvements/ Page 3-17, Figure 3-7/ Page 4.15-8, Water Infrastructure Improvements. VID was not involved and is not providing comments on the proposed water improvements. Final pipeline sizes and locations will depend on master plan requirements, system demands, fire flow requirements, and street alignments as development occurs.	C-2	The final version of the DVSP Update will correct all existing pipe size discrepancies identified in the VID distribution system map atlas before its adoption by the City Council.
C-3.	3) Vista Irrigation District should be involved in the planning, design and construction of any improvements to insure that needed water facility improvements or upgrades are incorporated in the most efficient manner. Cooperative coordination between the agencies will minimize conflicts, costs and public inconvenience.	C-3	The City appreciates the comment and will coordinate with VID prior to the implementation of water infrastructure improvements in the SPA to ensure that all VID requirements are met. However, this comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
C-4.		C-4	Refer to response to comment C-3 above.

**COMMENTS**

**RESPONSES**

Mr. John Hamilton  
City of Vista

January 28, 2010  
Page 2

**C-4.** cont. If you need additional information or have questions, please do not hesitate to contact me at (760) 597-3181.

Sincerely,



Bruce Levy  
Engineering Projects Manager

Cc: Brian Smith



## COMMENTS



Vista Historical Society and Museum  
At Rancho Minerva  
2317 Old Foothill Drive

P.O. Box 1032  
Vista, Ca 92085-1032  
Phone 760-630-0444  
Fax 760-295-9993  
E-mail vhm67@1882.sdcxmail.com

January 29, 2010

John Hamilton, AICP,  
Environmental Planner  
Community Development Department  
600 Eucalyptus Avenue  
Vista, Ca 92084-6240

Re: Downtown Vista Specific Plan Update PEIR

Thank you for considering my comments on the draft EIR. Overall I think that the document is very good.

My comments are centered on the treatment of the historic buildings and issues.

First, the historic district should be extended on South Santa Fe to Escondido Avenue. Many of the most important early buildings downtown were located there and still exist in some form, such as the Rancho Vista Hotel and the Douglas Service Station (Firestone). Many of the most important downtown buildings of the 20th Century don't exist today and their importance should be remembered in the new development.

Second, if the exact age of the building is important, it should be noted that because of the record retention policies of the era when many of these buildings were built, the construction dates are too modern. As an example, there is evidence that 611 and 537 South Santa Fe Avenue existed in at least 1924, which is earlier than the records show. Apparently this is common before City incorporation in 1963.

Third, The Jefferson School Site at 644 Vista Village Drive and the Douglas Service station site at 711 South Santa Fe Ave are not mentioned. Although the existing buildings on these sites are newer than or modernizations of the original buildings built in 1916 and 1925, they may well meet the required

## RESPONSES

D-1 This comment is an introduction to the comments that are addressed in responses to comments D-2 through D-6. This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.

D-2 The City Council will consider this comment in their review and approval of the DVSP Update. However, this comment pertains to the Plan itself, not the adequacy or accuracy of information provided in the PEIR. Therefore, this comment does not raise a significant environmental issue for which a response is required.

D-3 The recorded years listed in Table 4.5-6, Significant and Potentially Significant Buildings, for the buildings at 611 and 537 South Santa Fe Avenue are 1932 and 1929, respectively. As identified in the table, the term "recorded year" refers to the date of construction derived from City records or a similar official source. It is possible that some buildings were constructed earlier than the recorded date. However, since the two buildings in question are listed as having fair to good integrity and have been assigned a status code of 5S3, they would require an evaluation for eligibility to the NRHP, CRHR and City Historical Resources Register prior to the issuance of a building permit, in accordance with mitigation measure Cul-3. Therefore, the recorded dates identified in the PEIR are sufficient to protect these resources from potential adverse effects.

D-4 In response to the comment, the City has added the buildings at 644 Vista Village Drive and 711 S. Santa Fe Avenue to the list of potentially significant buildings identified in Table 4.5-6. They have been assigned a status code of 5S3, which means that they will require future evaluation pursuant to mitigation measure Cul-3 prior to issuance of a grading permit for the property.

These revisions do not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures. Therefore, this revision does not trigger recirculation of the PEIR, per Section 15088.5 of the CEQA Guidelines.

## COMMENTS

## RESPONSES

D-4. cont.	criteria in their own right.	
D-5.	Fourth, the final regulations for these areas should emphasize reuse of historic buildings where possible. The Firestone Grill in San Luis Obispo is a good example of a successful reuse. Where the building is removed or if the historic use has been removed in the past, such as the old VID building on Main Street, the historic use should be recognized. The Historical Society has a program that could assist in that effort.	D-5  As identified in mitigation measure Cul-6, preservation in place is the preferred treatment for all properties that are found eligible to a historic register. This includes the reuse of a historic property or building for a new purpose. The Secretary of Interior's Standards for the Treatment of Historical Properties (37 CFR 68) must be followed in order to avoid significant impacts to the historic property as a result of reuse.
D-6.	Fifth, as an update, the old Chamber of Commerce building at 117 South Santa Fe Avenue has been torn down.  If you have any questions, please don't hesitate to contact the museum.	D-6  The City appreciates the information and will remove this property from Table 4.5-6 of the PEIR. This revision does not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures. Therefore, this revision does not trigger recirculation of the PEIR, per Section 15088.5 of the CEQA Guidelines.

Sincerely



Jack Larimer  
Director, Vista Historical Museum  
For The Vista Historical Society

## COMMENTS

## RESPONSES

**From:** Janet Puckett [mailto:jpuckett@vvba.sdcocmail.com]  
**Sent:** Monday, January 25, 2010 3:38 PM  
**To:** John Hamilton  
**Subject:** SP26 EIR [senderbase]

Hi John,

The changes I see in the SP26 EIR are:

- |      |   |
|------|---|
| E-1. | Page 4.5-7: line V.15 in table: Address should be "201" Washington                          |
| E-2. | Page 4.5-12: APN 1751380900 Historic Name should be "Shelhoups"                             |
| E-3. | Page 4.5-12: APN 1752710900 Historic Name should be "Dura Paint"                            |
| E-4. | Page 1.5-17: 1913 AT&SF Railroad Depot is at "201" Washington<br>These were all that I saw. |

Thank you for letting our organization review this.

*Janet Puckett*

*Executive Director  
 Vista Village Business Association  
 127 Main Street  
 Vista, CA 92084  
 760-414-9391 Office  
 760-940-6210 Fax*

- |     |   |
|-----|---|
| E-1 | The PEIR has been updated to address the minor editorial text revision requested in this comment. This revision does not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures. Therefore, this revision does not trigger recirculation of the PEIR, per Section 15088.5 of the CEQA Guidelines. |
| E-2 | The PEIR has been updated to address the minor editorial text revision requested in this comment. This revision does not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures. Therefore, this revision does not trigger recirculation of the PEIR, per Section 15088.5 of the CEQA Guidelines. |
| E-3 | The PEIR has been updated to address the minor editorial text revision requested in this comment. This revision does not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures. Therefore, this revision does not trigger recirculation of the PEIR, per Section 15088.5 of the CEQA Guidelines. |
| E-4 | The PEIR has been updated to address the minor editorial text revision requested in this comment. This revision does not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures. Therefore, this revision does not trigger recirculation of the PEIR, per Section 15088.5 of the CEQA Guidelines. |

## COMMENTS

## RESPONSES

Downtown Vista Specific Plan Update January 29, 2010 Comments by Jerome Hymas		
F-1.	<b>Concerns by the City and Private Property Owners:</b> <ul style="list-style-type: none"> <li>Many existing properties have inherited a non-conforming status</li> <li>Property owners want to be certain that there property will not be seized through eminent domain</li> </ul>	F-1 This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
F-2.	<b>Create Infill Without Eminent Domain</b>	F-2 This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
F-3.	<ul style="list-style-type: none"> <li>Private property owners will be the drive development in the Santa Fe Corridor and Vista Village. The City will not provide any subsidies or other public incentives to acquire it's development goals.</li> </ul>	F-3 This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
F-4.	<ul style="list-style-type: none"> <li>New mixed-use developments could not turn existing properties into nonconforming uses or buildings. Property owners would still retain the rights to develop and use property pursuant to existing "Pre-Specific Plan 26" zoning (or it original use).</li> </ul>	F-4 This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
F-5.	<ul style="list-style-type: none"> <li>understanding that the area is composed of dozens of individually owned parcels, the private sector would be responsible for assemble parcels if larger sites were to be developed. Hence, the City would not use eminent domain to acquire property.</li> </ul>	F-5 This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
F-6.	<b>Creating an Overlay Zone:</b> <ul style="list-style-type: none"> <li>With focus the Vista Village and the Santa Fe Corridor, enact a plan that would not force any existing property owners out. Update the City's General Plan and create an overlay zone for this area. The current Specific Plan 26 does not allow current property owners to exist and develop the property. By adding a second layer of allowable land use, or "overlay zone," the existing property owners could pursue residential and commercial uses on their parcels while protecting their underlying land use designation. This will allow existing light industrial property owners to exist as before. But if any developer wanted to take advantage of the new development opportunities, they would need to conform to the new overlay standards. Hence, light industrial property owners are able to continue their business activities, even if they chose to expand their business or its operation. If the current or future owners desire to develop retail or high density housing on the site, then they would be bound to new zoning requirements.</li> </ul>	F-6 This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.



## COMMENTS

## RESPONSES

F-7.	<p><b>Streamline the Permitting Process:</b></p> <ul style="list-style-type: none"> <li>Streamlined the permitting process for the entire area. This will include "environmental impact requirements—while protecting property rights for the existing landowners." For example, the City would "create a development agreement that detailed particular points of agreement between the city and each developer regarding land use infrastructure: who pays for what in terms of street improvements, fees, traffic signals, etc. This agreement would greatly assist the applicant in streamlining an often-cumbersome process with the planning department."</li> </ul>	F-7 This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
F-8.	<p><b>First-Come, First-Served Permits:</b></p> <ul style="list-style-type: none"> <li>In creating the overlay zone, the City would establish a maximum density that the Vista Village and the Santa Fe Corridor could support. "Limited by existing infrastructure, like sewer and road capacity, the city would determine what area could support in regards to housing units, new commercial use, and new office development."</li> </ul>	F-8 The proposed project includes infrastructure improvements to water, wastewater and sewer facilities to provide adequate infrastructure for the build-out of the SPA under the DVSP Update. Existing infrastructure would not limit the amount of future development allowed in the SPA. This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
F-9.	<ul style="list-style-type: none"> <li>Create as much housing as possible through zoning by creating mixed-use development districts where housing could be built. This would abandon the traditional zoning model where each parcel has a defined maximum density. Within each of these districts, housing permits were provided in mass, not parcel-by-parcel.</li> </ul>	F-9 The DVSP Update allows for the development of a specific number of housing units in each planning area, for a total combined increase of 1,270 new dwelling units in the SPA above existing conditions. The proposed project would not allow unlimited future housing. This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
F-10.	<p><b>Broad-Base EIR:</b></p> <ul style="list-style-type: none"> <li>By creating an overlay zone as part of the General Plan update, the City would take the responsibility of processing the environmental impact report on the revised plan. Under state law in California, an Environmental Impact Report (EIR) is required to be prepared for each individual development, outlining the impacts that a particular project would have on its existing surroundings. The EIRs can tremendously slow the pace of a development, as well as increase the costs. This broad-based EIR approach could be reviewed and approved to save future developments from having to prepare parcel-by-parcel EIRs.</li> </ul>	F-10 It is assumed that the reference to a "broad base" EIR in the comment refers to a Program EIR. The EIR prepared for the DVSP Update is a Program EIR (PEIR). As discussed in response to comment A-2, a PEIR is intended to streamline future environmental review of subsequent development projects under the program. According to State CEQA Guidelines Section 15168(c), if a later activity would have effects not examined in the PEIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration, or (2) if the lead agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures are required, the agency can approve the activity as being within the scope of the project covered by the PEIR and no new environmental documentation would be required. Thus the City, as Lead Agency, would rely on the PEIR in conjunction with its consideration of the subsequent project development, as deemed appropriate and consistent with the requirements of CEQA. Therefore, the PEIR prepared for the proposed project is consistent with this comment.
F-11.	<p><b>How to measure the progress:</b></p> <ul style="list-style-type: none"> <li>First, the City needs to do what is necessary by creating an overlay zone. This will set up the parameters for the Santa Fe Corridor and Vista Village. By removing culls from many developers, we will begin to move forward in our redevelopment efforts. The measures will be how quickly things get built. One unique aspect we can put in the overlay zone would be a competitive aspect that encourages immediate development. This was used in Anaheim's Platinum Triangle. By creating different zones within the Santa Fe Corridor and Vista Village that have units distributed to them. A predetermined number of potential units may be developed around Vista Village for example. Within each of these zones, a predetermined number of units are distributed. "By doing this, we will have created a plan by which those that are first in the marketplace will get the greatest opportunity, therefore their densities can be greater. So there is an advantage in</li> </ul>	F-11 This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.

COMMENTS

RESPONSES

F-11. cont.	being first, and as a result many developers will begin to move forward much sooner."	F-12	As identified in Section 3.7, Green Building and Sustainable Design, the DVSP Update would incorporate a long list of specific green building and sustainable design guidelines for projects within the SPA, including the use of photovoltaic cells on rooftops, LEED building components, exceedance of Title 24 energy requirements by 20 percent or more, and numerous others. Please refer to this PEIR section for a more detailed discussion.
F-12.	<b>Sustainable Design:</b> <ul style="list-style-type: none"> <li>Incorporate sustainable measures as mandated by or governor and recommended by the United States Green Building Council. Package regarding sustainable design to be delivered to your office.</li> </ul> <p>This type of planning does not come in a packaged way. It is why we have to take an overlay zone - to ensure that the City's goals on things occur, but not such that it is limiting. We could look at this as an opportunity zone.</p> <p>By putting in an overlay zone, where they in fact could put multi-story residential on top of commercial or office use blended within their product, Vista's market will push most of the landowners into adding more residential units.</p> <p>The vision is to create an urban center around allow for a lot of mixed-use, higher density uses all around the Santa Fe Corridor and Vista Village to take the place of much of that low-rise industrial property that has been there. Every use that is presently there today is allowed to remain and will not be declared a nonconforming use. People who have their businesses will have every right to expand and grow them in the industrial buildings they now occupy.</p> <p>"the market is there to create greater densities and urban living environments, and much of the development, if not most of the development, will take place on private land and not as part of a redevelopment project and not with city support. City support came by changing the zoning to allow for the market to move. And if you look at the development interest in the area, the market certainly is moving."</p>	F-13	This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
F-13.		F-14	This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
F-14.		F-15	This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
F-15.		F-16	This comment does not address the analysis provided in the PEIR and does not raise a significant environmental issue for which a response is required.
F-16.	<b>Bibliography:</b> <ol style="list-style-type: none"> <li>The Planning Report, The Insiders Guide to Manage Growth, 2004 Edition</li> <li>Development Without Eminent Domain by Curt Pringle, Mayor of the City of Anaheim, June 2007. A majority of information was compiled from Curt Pringle's, Development Without Eminent Domain</li> </ol>		

## COMMENTS

## RESPONSES



STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT

ANDREW SCHWARZBAUM  
GOVERNOR



CYNTHIA BRADY  
DIRECTOR

January 29, 2010

John Hamilton  
City of Vista  
600 Eucalyptus Avenue  
Vista, CA 92084

Subject: Downtown Vista Specific Plan Update  
SCH#: 2009061018

Dear John Hamilton:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 28, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Acting Director, State Clearinghouse

Enclosures  
cc: Resources Agency

G-1 This comment letter states that the Governor's Office of Planning and Research submitted the Draft PEIR to selected State agencies for review. The letter also confirms that the Draft PEIR public review period closed on January 28, 2010. No further response is necessary.

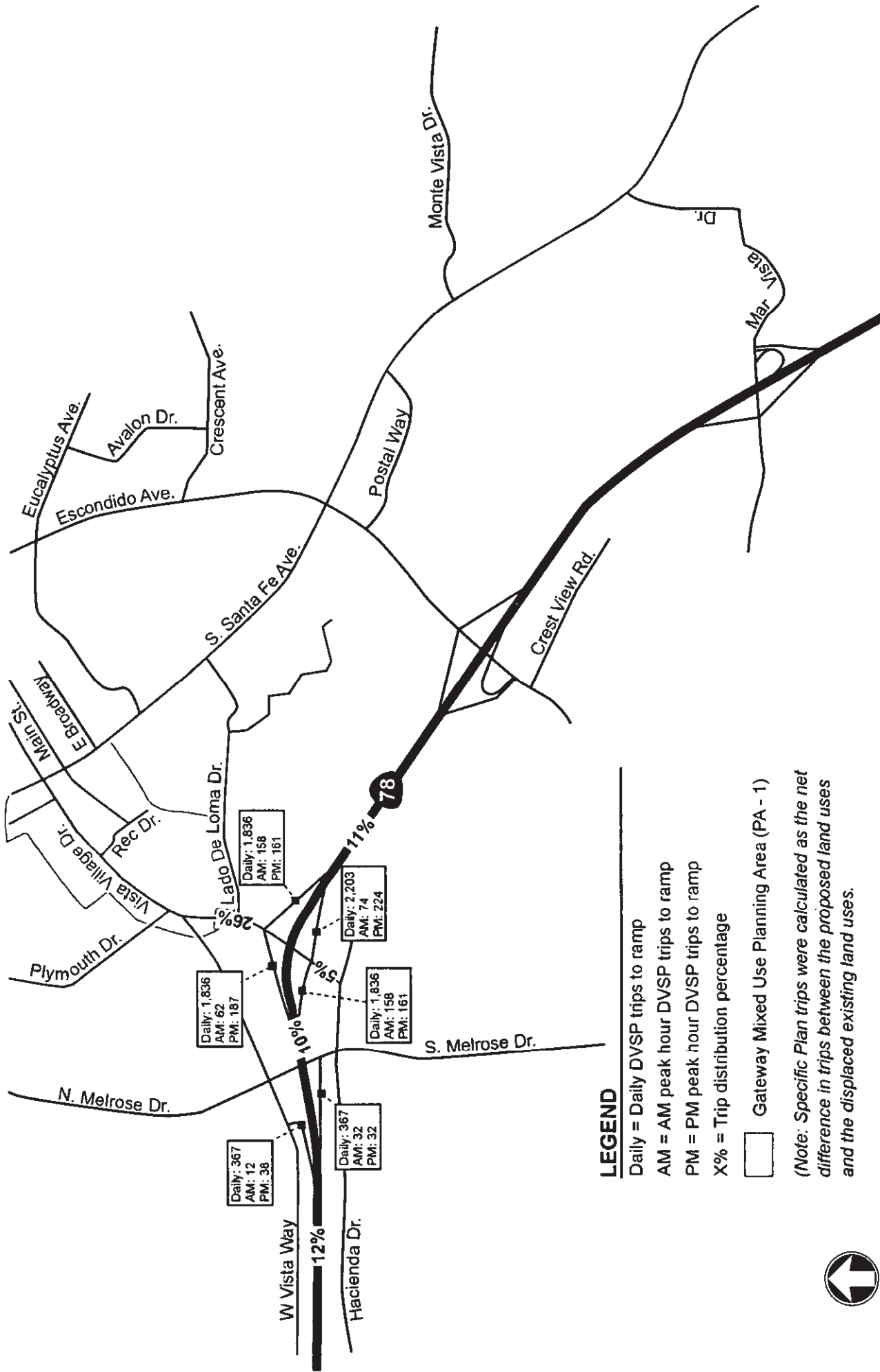
# **ATTACHMENT A**

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## **TRAFFIC EXHIBITS 1 THROUGH 10**








# **LEGEND**

Daily = Daily DVSP trips to ramp

AM = AM peak hour DVSP trips to ramp

PM = PM peak hour DVSP trips to ramp

X% = Trip distribution percentage

 Gateway Mixed Use Planning Area (PA - 1)

(Note: Specific Plan trips were calculated as the net difference in trips between the proposed land uses and the displaced existing land uses.



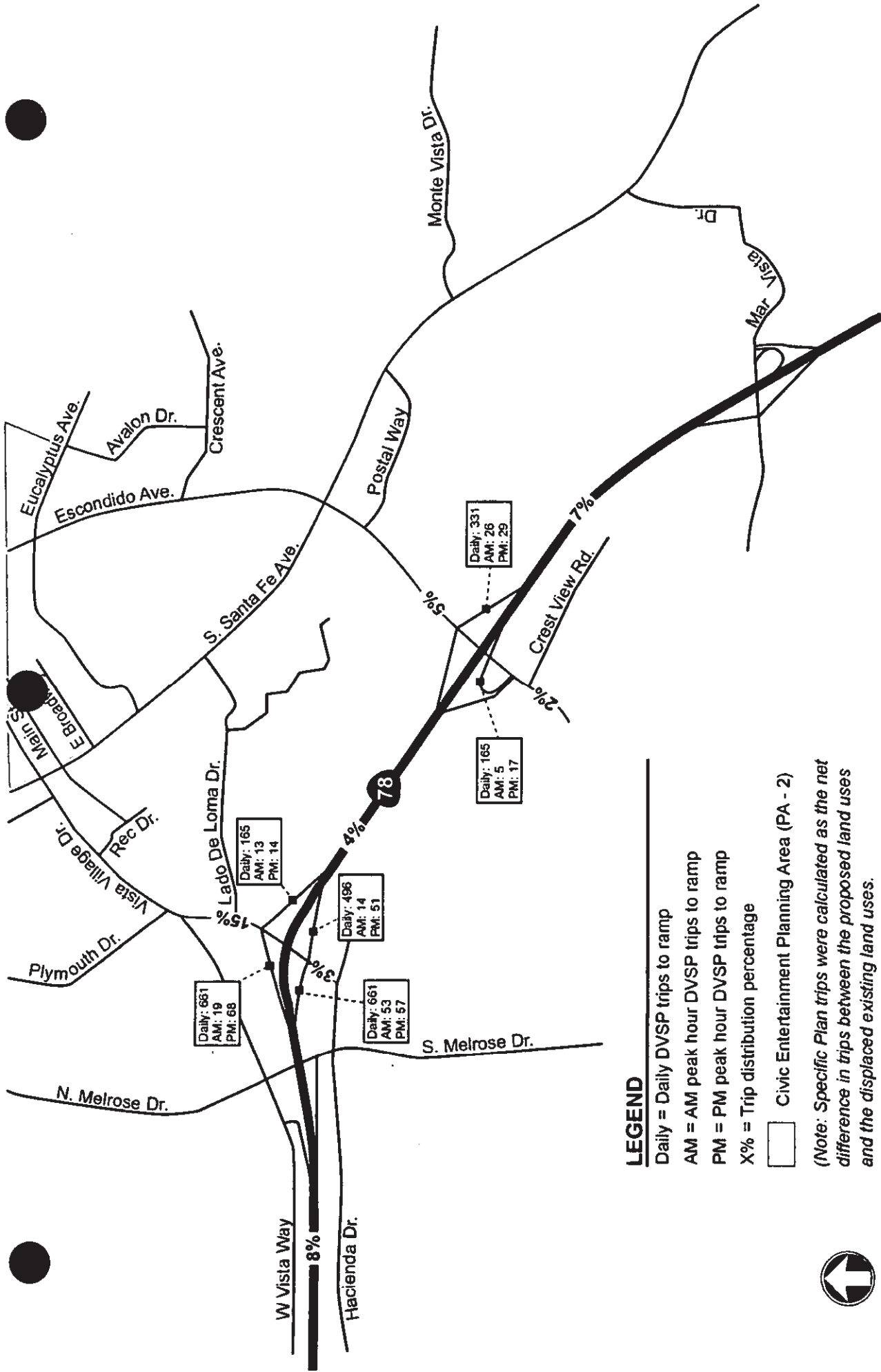
NOT TO SCALE

## **DOWNTOWN VISTA SPECIFIC PLAN DAILY AND PEAK HOUR TRIPS TO SR-78 FREEWAY RAMP** **GATEWAY MIXED USE PLANNING AREA (PA - 1)**

10-103103.001 - MARCH 2010

EXHIBIT 1





### LEGEND

Daily = Daily DVSP trips to ramp

AM = AM peak hour DVSP trips to ramp

PM = PM peak hour DVSP trips to ramp

X% = Trip distribution percentage

Civic Entertainment Planning Area (PA - 2)

(Note: Specific Plan trips were calculated as the net difference in trips between the proposed land uses and the displaced existing land uses.)



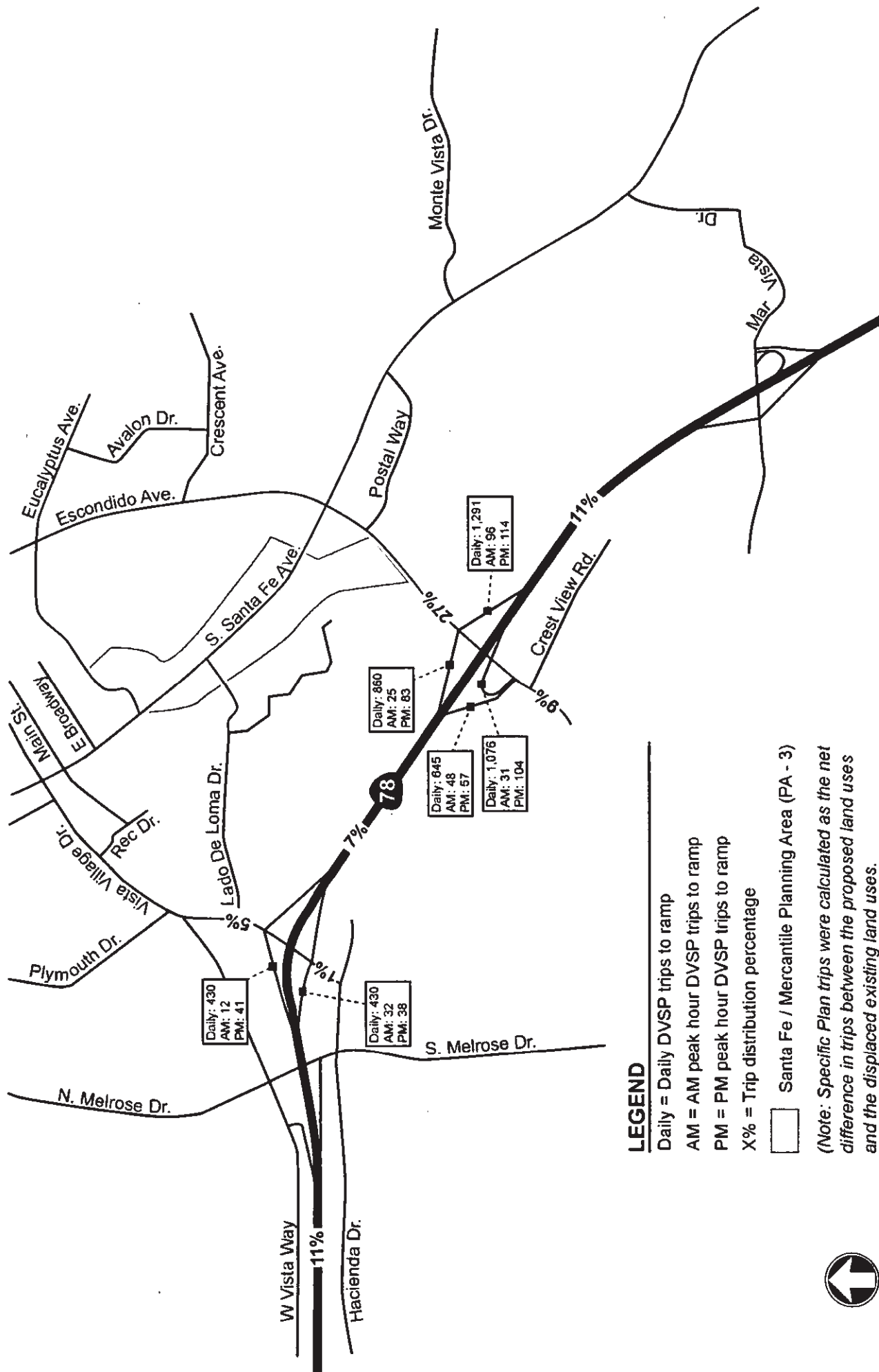
NOT TO SCALE

## DOWNTOWN VISTA SPECIFIC PLAN DAILY AND PEAK HOUR TRIPS TO SR-78 FREEWAY RAMP CIVIC ENTERTAINMENT PLANNING AREA (PA - 2)

10-103103.001 - MARCH 2010



EXHIBIT 2



# **DOWNTOWN VISTA SPECIFIC PLAN DAILY AND PEAK HOUR TRIPS TO SR-78 FREEWAY RAMP** **SANTA FE / MERCANTILE RETAIL PLANNING AREA (PA - 3)**

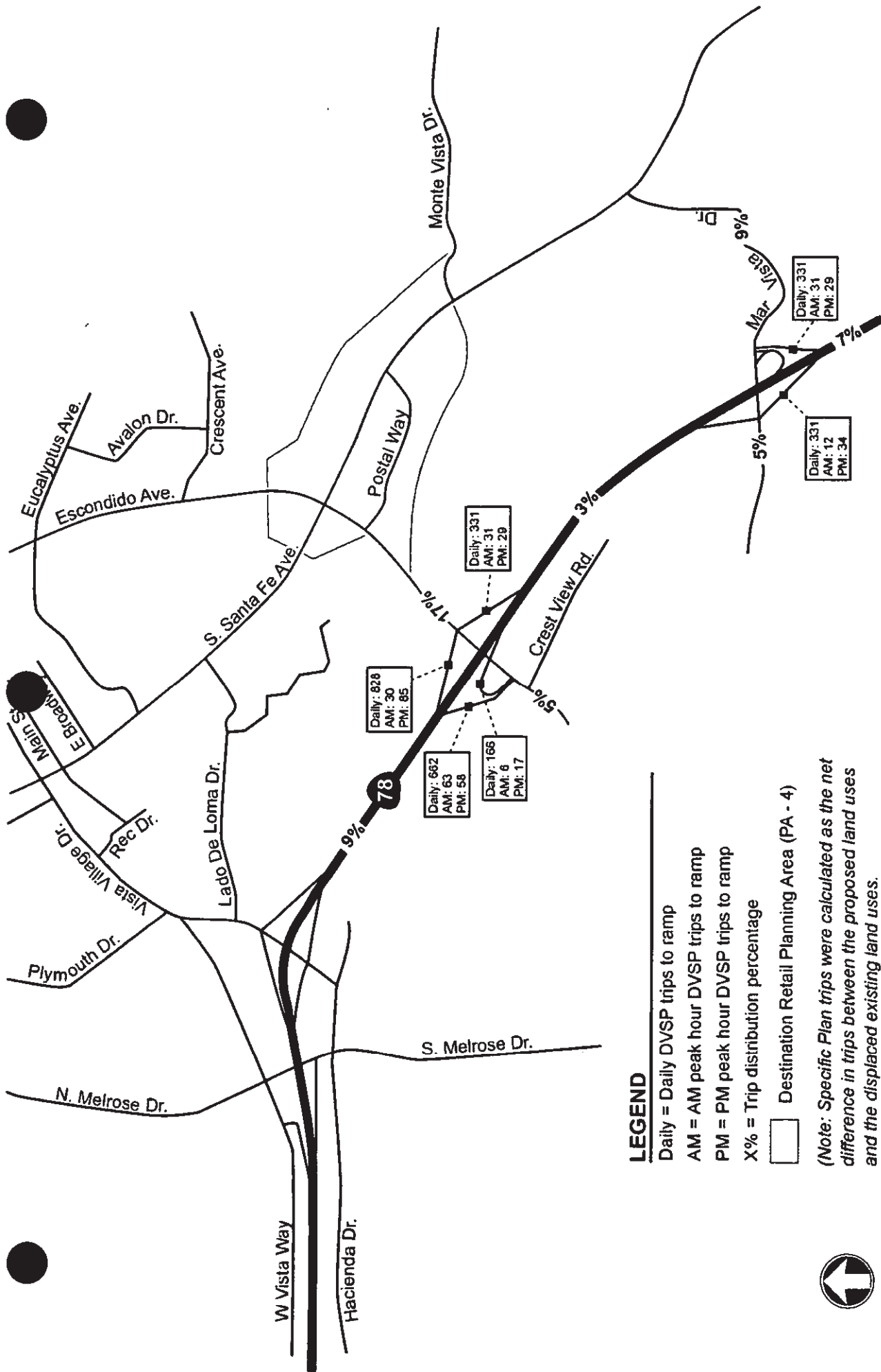
EXHIBIT 3

10-103103.001 - MARCH 2010



NOT TO SCALE





## LEGEND

Daily = Daily DVSP trips to ramp

AM = AM peak hour DVSP trips to ramp

PM = PM peak hour DVSP trips to ramp

X% = Trip distribution percentage

 Destination Retail Planning Area (PA - 4)

(Note: Specific Plan trips were calculated as the net difference in trips between the proposed land uses and the displaced existing land uses.)



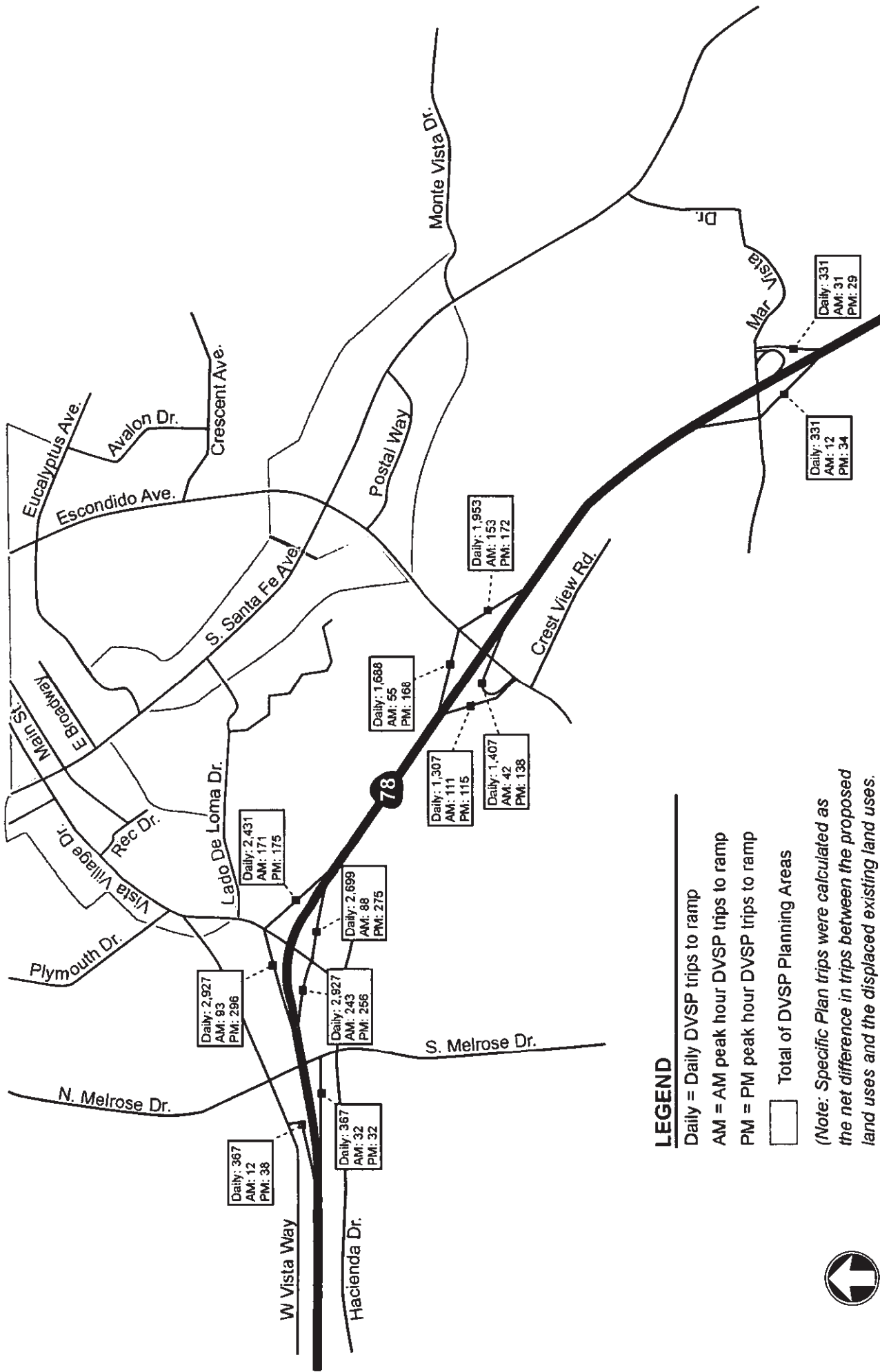
NOT TO SCALE

# DOWNTOWN VISTA SPECIFIC PLAN DAILY AND PEAK HOUR TRIPS TO SR-78 FREEWAY RAMP DESTINATION RETAIL PLANNING AREA (PA - 4)

10-103103.001 - MARCH 2010

EXHIBIT 4





## LEGEND

- Daily = Daily DVSP trips to ramp
- AM = AM peak hour DVSP trips to ramp
- PM = PM peak hour DVSP trips to ramp

□ Total of DVSP Planning Areas

(Note: Specific Plan trips were calculated as the net difference in trips between the proposed land uses and the displaced existing land uses.)



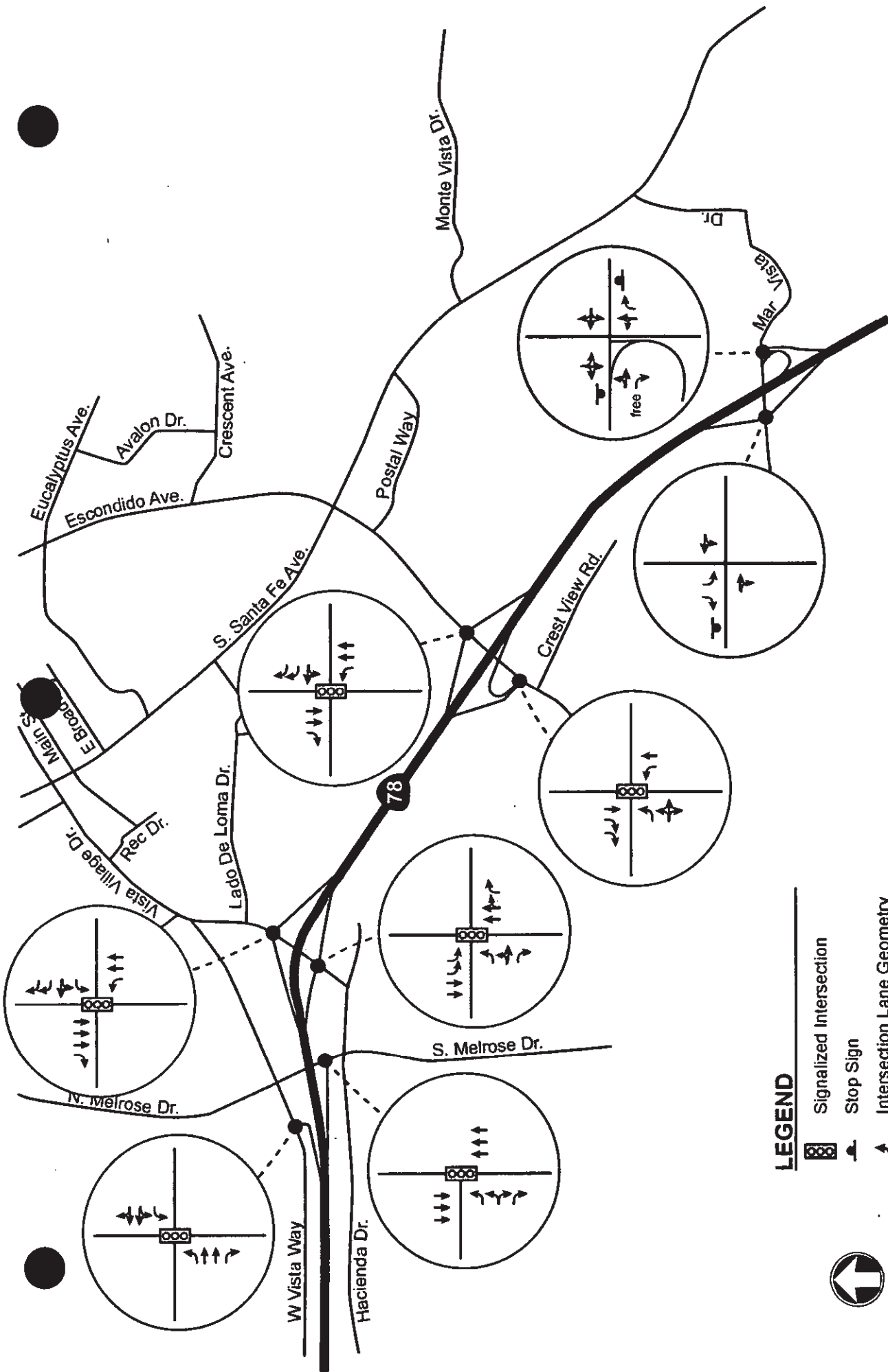
NOT TO SCALE

# DOWNTOWN VISTA SPECIFIC PLAN DAILY AND PEAK HOUR TRIPS TO SR-78 FREEWAY RAMPSTOTAL FOR ALL PLANNING AREAS

EXHIBIT 5

10-103103.001 - MARCH 2010



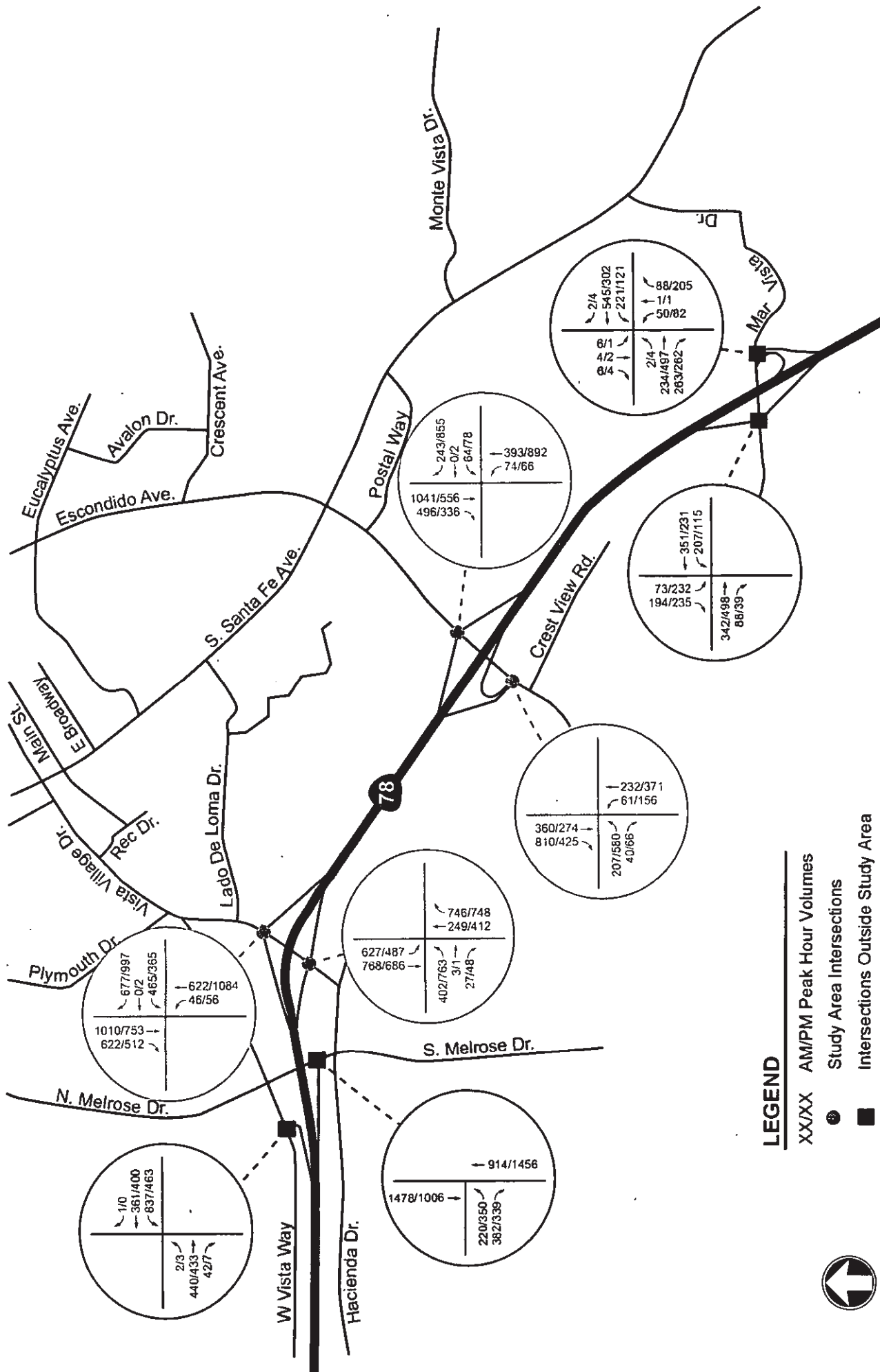


# LEGEND

- Signalized Intersection
- Stop Sign
- Intersection Lane Geometry
- Free Right Turn Lane



NOT TO SCALE

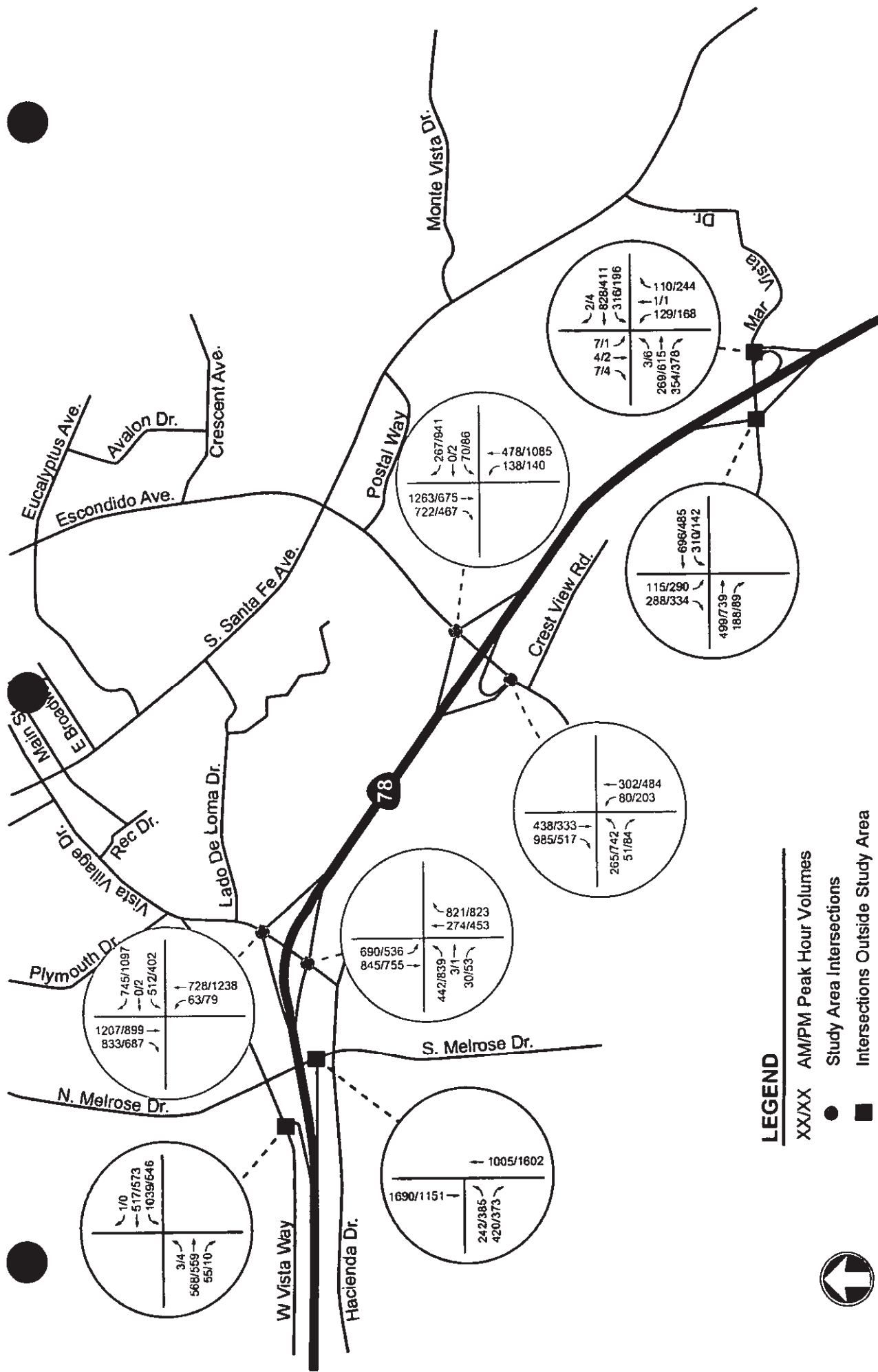


# EXISTING PEAK HOUR FREEWAY RAMP VOLUMES EXHIBIT 7

10-103103.001 - MARCH 2010





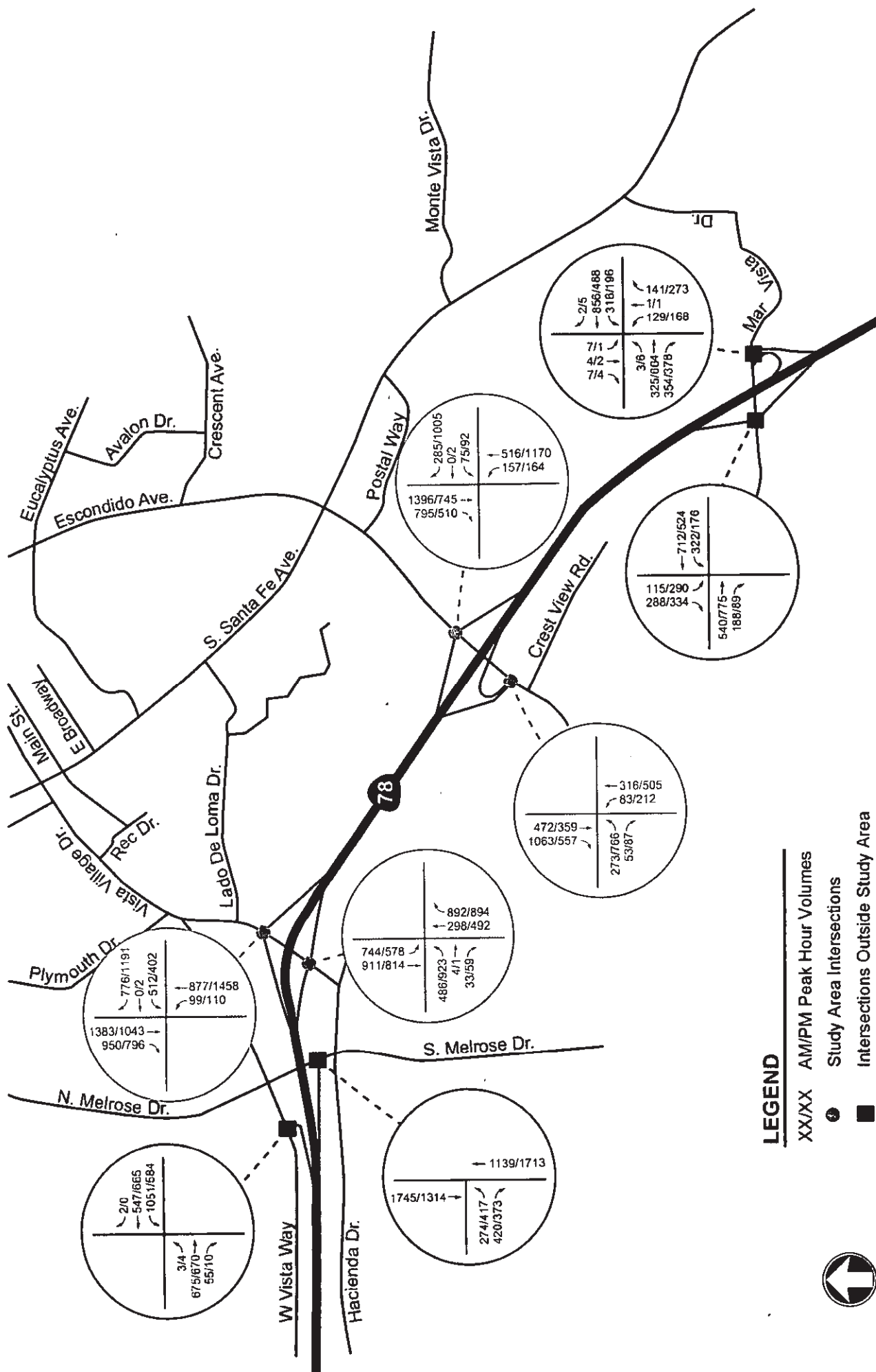


# YEAR 2030 WITH GENERAL PLAN LAND USES PEAK HOUR FREEWAY RAMP VOLUMES

EXHIBIT 8

10-103103.001 - MARCH 2010



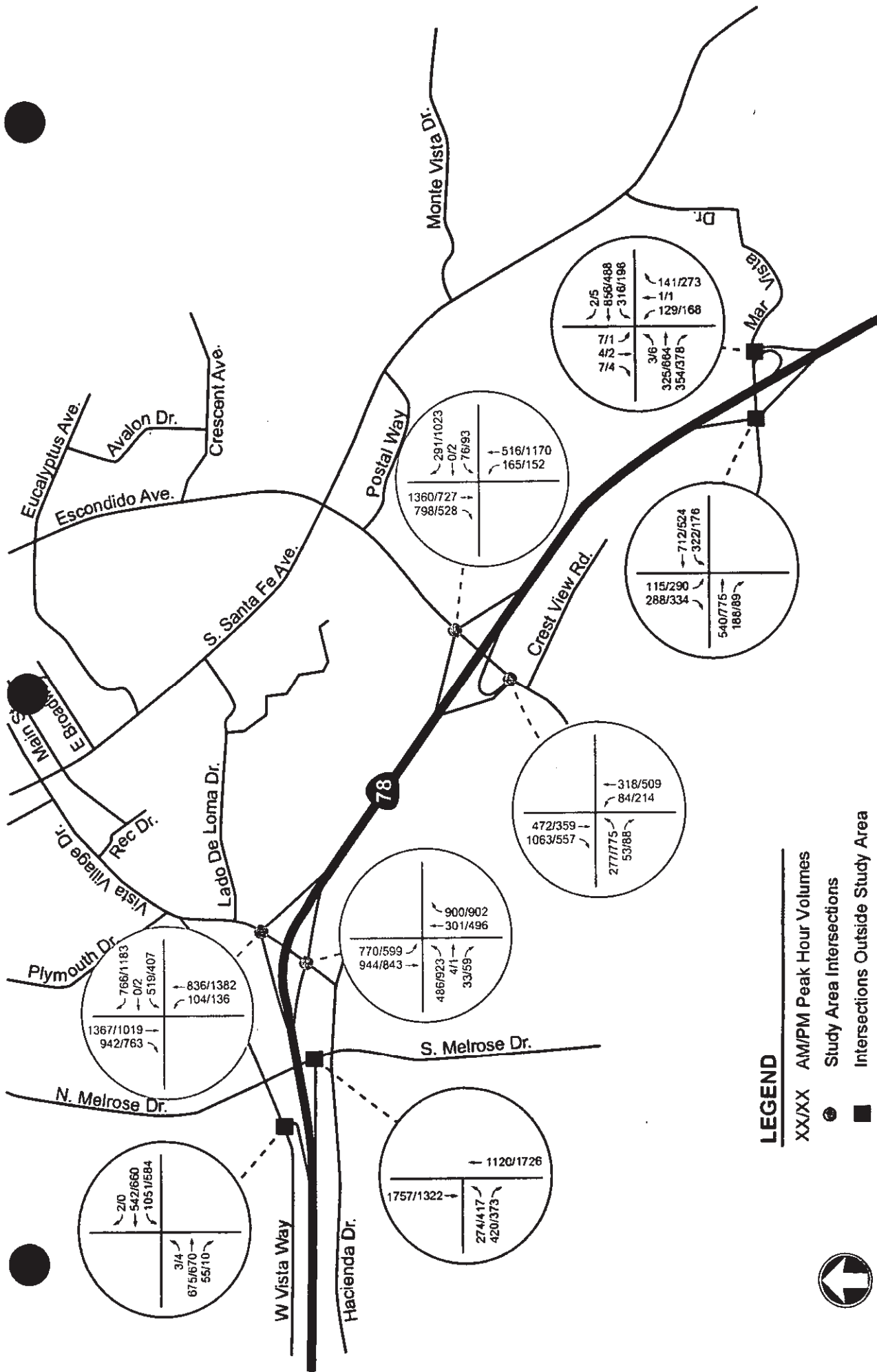


# YEAR 2030 WITH SPECIFIC PLAN LAND USES (4-LANE SOUTH SANTA FE) PEAK HOUR FREEWAY RAMP VOLUMES

EXHIBIT 9

10-103103.001 - MARCH 2010





NOT TO SCALE



10-103103.001 - MARCH 2010

# **ATTACHMENT B**

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## **TRAFFIC TABLES RC-1 AND RC-2**

**Table RC-1  
Downtown Vista Specific Plan Trip Generation**

Land Use	Intensity	Unit	Daily Trips	AM Trips	AM In	AM Out	PM Trips	PM In	PM Out
<b>Gateway Mixed-Use Planning Area (PA-1)</b>									
Existing Displaced Residential	218	DU	1,744	140	28	112	174	122	52
Existing Displaced Commercial	319.194	TSF	12,768	383	230	153	1,149	575	575
<i>Total Existing Displaced Uses</i>			14,512	523	258	265	1,324	697	627
High-Density Multi-Family	832	DU	4,992	399	80	319	449	314	135
Commercial / Retail	830.623	TSF	41,531	1,661	1,163	498	3,738	1,869	1,869
Commercial Office	235.387	TSF	4,708	659	593	66	612	122	490
<i>Total Proposed Uses</i>			51,231	2,720	1,836	884	4,799	2,306	2,493
<b>Net Change In Trips</b>			<b>36,719</b>	<b>2,197</b>	<b>1,578</b>	<b>619</b>	<b>3,476</b>	<b>1,609</b>	<b>1,866</b>
<b>Civic Entertainment Planning Area (PA-2)</b>									
Existing Displaced Residential	14	DU	112	9	2	7	11	8	3
Existing Displaced Commercial	28.311	TSF	1,132	34	20	14	102	51	51
<i>Total Existing Displaced Uses</i>			1,244	43	22	21	113	59	54
High-Density Multi-Family	127	DU	764	61	12	49	69	48	21
Commercial / Retail	300.154	TSF	15,008	600	420	180	1,351	675	675
Commercial Office	100.028	TSF	2,001	280	252	28	260	52	208
<i>Total Proposed Uses</i>			17,773	942	685	257	1,680	776	904
<b>Net Change In Trips</b>			<b>16,529</b>	<b>899</b>	<b>662</b>	<b>236</b>	<b>1,567</b>	<b>717</b>	<b>850</b>
<b>Santa Fe / Mercantile Retail Planning Area (PA-3)</b>									
Existing Displaced Residential	81	DU	648	52	10	41	65	45	19
Existing Displaced Commercial	156.001	TSF	6,240	187	112	75	562	281	281
<i>Total Existing Displaced Uses</i>			6,888	239	123	116	626	326	300
High-Density Multi-Family	267	DU	1,602	128	26	103	144	101	43
Commercial / Retail	506.872	TSF	25,344	1,014	710	304	2,281	1,140	1,140
Commercial Office	72.614	TSF	1,452	203	183	20	189	38	151
<i>Total Proposed Uses</i>			28,398	1,345	918	427	2,614	1,279	1,335
<b>Net Change In Trips</b>			<b>21,510</b>	<b>1,106</b>	<b>796</b>	<b>311</b>	<b>1,988</b>	<b>953</b>	<b>1,035</b>
<b>Destination Retail Planning Area (PA-4)</b>									
Existing Displaced Residential	97	DU	776	62	12	50	78	54	23
Existing Displaced Commercial	254.611	TSF	10,184	306	183	122	917	458	458
<i>Total Existing Displaced Uses</i>			10,960	368	196	172	994	513	482
High-Density Multi-Family	449	DU	2,692	215	43	172	242	170	73
Commercial / Retail	447.670	TSF	22,384	895	627	269	2,015	1,007	1,007
Commercial Office	122.092	TSF	2,442	342	308	34	317	63	254
<i>Total Proposed Uses</i>			27,518	1,453	978	475	2,574	1,240	1,334
<b>Net Change In Trips</b>			<b>16,558</b>	<b>1,085</b>	<b>782</b>	<b>303</b>	<b>1,580</b>	<b>728</b>	<b>852</b>
<b>TOTAL NET CHANGE IN TRIPS</b>			<b>91,316</b>	<b>5,287</b>	<b>3,818</b>	<b>1,469</b>	<b>8,610</b>	<b>4,007</b>	<b>4,603</b>



**Table RC-2**  
**Caltrans Facilities**  
**Peak Hour Ramp Intersection Levels of Service**

Intersection	Existing			2030 With General Plan Land Uses		2030 With DVSP 4-Lane Santa Fe No Olive Extension		2031 With DVSP 2-Lane Santa Fe No Olive Extension	
	AM Delay- LOS	PM Delay- LOS		AM Delay- LOS	PM Delay- LOS	AM Delay- LOS	PM Delay- LOS	AM Delay- LOS	PM Delay- LOS
<b>Study Area Intersections</b>									
Vista Village Dr. / SR-78 WB Ramps	18.1 - B	19.1 - B		23.1 - C	24.6 - C	26.9 - C	37.3 - D	24.6 - C	33.2 - C
Vista Village Dr. / SR-78 EB Ramps	15.1 - B	23.8 - C		16.6 - B	26.4 - C	19.0 - B	30.6 - C	18.5 - B	29.1 - C
Escondido Ave. / SR-78 WB Ramps	11.0 - B	15.4 - B		14.2 - B	38.7 - D	13.7 - B	31.3 - C	13.7 - B	32.5 - C
Escondido Ave. / SR-78 EB Ramps	11.6 - B	16.0 - B		11.8 - B	20.2 - C	29.5 - C	20.2 - C	28.5 - C	17.8 - B
<b>Intersections Outside Study Area</b>									
W. Vista Way / SR-78 WB On-Ramp	16.4 - B	17.5 - B		17.3 - B	18.2 - B	19.3 - B	19.5 - B	19.3 - B	19.6 - B
S. Melrose Dr. / SR-78 EB Off-Ramp	14.8 - B	15.2 - B		14.7 - B	15.3 - B	15.0 - B	15.7 - B	15.0 - B	15.7 - B
Mar Vista Dr. / SR-78 EB Ramps (1)	19.9 - C	58.4 - F		227.6 - F	405.0 - F	395.8 - F	749.6 - F	395.8 - F	749.6 - F
Mar Vista Dr. / SR-78 WB Ramps (1)	33.9 - D	24.4 - C		496.2 - F	217.6 - F	752.4 - F	388.5 - F	752.4 - F	388.5 - F

DVSP = Downtown Vista Specific Plan

Note: Deficient intersection operation indicated in **bold**.

(1) Unsignalized intersection - Delay shown is worst approach delay.

# **ATTACHMENT C**

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## **REVISIONS TO DRAFT EIR HISTORIC RESOURCES TABLES**

**Table 4.5-3. Historic Resources Recommended Eligible to the NRHP in 1987<sup>(1)</sup>**

Survey Number	Address	Historic Name
V.01	1155 Foothill Drive	Delpy House
<b>V.02</b>	<b>640 Alta Vista Drive</b>	<b>Rancho Buena Vista</b>
<b>V.03</b>	<b>211 E. Vista Way (Main Street)</b>	<b>Vista First National Bank</b>
V.04	2317 Foothill Drive	Rancho Minerva
V.05	790 Vale View Drive	Charles Braun House <sup>(2)</sup>
V.06	2261 Edgehill	English Gentry House
V.07	2261 Edgehill	English Gentry Barn
V.08	1030 Heather Drive	Smith S.O.S. House
V.09	137 N. Santa Fe Avenue	Red Barn <sup>(3)</sup>
V.10	1260 Alta Vista Drive	McCurdy/Morton House
<b>V.11</b>	<b>303 E. Vista Way (Main Street)</b>	<b>AVO Theater</b>
<b>V.12</b>	<b>321 S. Santa Fe Avenue</b>	<b>American Legion Post #365</b>
V.13	160 Recreation Way	Recreation Center <sup>(4)</sup>
<b>V.14</b>	<b>226 E. Vista Way (Main Street)</b>	<b>Dutch Bakery</b>
<b>V.15</b>	<b><del>207</del> 201 Washington Street</b>	<b>Santa Fe Railroad Depot</b>
<b>V.16</b>	<b>W. Vista Way and Alta Vista Drive</b>	<b>Wildwood Park</b>
<b>V.17</b>	<b>224 E. Vista Way (Main Street)</b>	<b>Sheffields Department Store</b>
V.18	2440 E. Vista Way	Mary Helen Ranch
V.19	1540 Alta Vista Drive	James Armstrong House
V.20	128 S. Beaumont Lane	Neva Clement House
V. 21	1624 San Luis Rey Avenue	Old Adobe Residence
V. 22	2376 Alta Vista Drive	Spanish Colonial Residence

<sup>(1)</sup> Buildings within the DVSP Update area are shown in **bold**

<sup>(2)</sup> The Charles Braun House was already listed in the NRHP at the time of the 1987 survey.

<sup>(3)</sup> The Red Barn, a Vista landmark for several decades, was later demolished.

<sup>(4)</sup> The former Recreation Center was demolished during the construction of the Vista Village development in 2000.

Source: ASM Affiliates, 2009

**Table 4.5-5. Contributing Buildings in the Proposed Historic Commercial District**

APN	Street	Construction Date	Historic Name
1752740800	119 Broadway	1960	
1752740600	135-141 Broadway	1950	
1752740500	147 Broadway		
1752740400	197-201 Broadway	1952	
1752750400	202-236 Broadway	1952	
1752740100/ 1752740200	217-227 Broadway	1947-1952	W.F. Hanes Building
1752720200	315-319 Broadway	1947	
1752720300	323 Broadway	1947	Adobe Professional Building
1752710700	350 Broadway	1953	
1752721000	353 Broadway	1948/ 1950	Carpenter's Hall
1752762100	115 Main Street		
1752761200	123 Main Street	1954	
1752761400/ 1752761500	131-135 Main Street		
1751381400	202-204 Main Street	1940	
1752750100	203-209 Main Street	1940	Vista Theater/ McDougall's Pharmacy
1752750200	211-221 Main Street	1928	First National Bank
1751381300	212 Main Street	1940	
1751381200	218 Main Street	1948	
1751381100	224-226 Main Street	1941	Sheffield's Department Store/ Dutch Bakery
1751380900	230-236 Main Street	1941	<del>Sheloup's</del> Shelhoup's
1751380800	240 Main Street	1947	
1752712200	245-253 Main Street	1942	
Unknown	248 Main Street		
1752711300	303-307 Main Street	1948	Avo Theater
1751390800	326-330 Main Street	1954	
1752711900	327-329 Main Street		
1752710900	331-347 Main Street	1950	<del>Dina-Dura</del> Paint
1751390600	344 Main Street	1950	
1752221300	406 Main Street	1950	Village Café

Source: ASM Affiliates, 2009

**Table 4.5-6. Significant and Potentially Significant Buildings**

APN	Recorded Year <sup>(1)</sup>	Estimated Year <sup>(2)</sup>	Address	Architectural Style	Integrity <sup>(3)</sup>	Status Code
1760603600	1845		640 Alta Vista Drive	Spanish Adobe	Good	3CS, 5S1
1752740800	1960		119 Broadway	Storefront	Good	5S3, 5D3
1752740100			225-227 Broadway	Contemporary	Good	5S3, 5D3
1752740600	1950		137 (135-141) Broadway	Block	Good	5S3, 5D3
1752740500		1952	147 Broadway	Block	Good	5S3, 5D3
1752740400	1952		201 (197-203) Broadway	Block	Good	5S3, 5D3
1752750400	1952	(1947-1952)	202 (202-236) Broadway	Storefront	Good	5S3, 5D3
1752740200		1950s	(225-227) Broadway	Contemporary	Good	5S3, 5D3
1752720200	1947		315 (319) Broadway	Contemporary	Good	5S3, 5D3
1752720300	1947		323 Broadway	Spanish Eclectic	Good	5S3, 5D3
1752710700	1953		350 Broadway	Block	Fair	5S3, 5D3
1752721000	1948/ 1950		353 Broadway	Art Deco	Good	5S3, 5D3
1751340700	1925		204 Citrus Avenue	Pueblo Revival	Good	5S3
1752211200	1939	(1920s)	209 Citrus Avenue	Vernacular Bungalow	Good	5S3
1751340600	1929		212 Citrus Avenue	Spanish Eclectic	Good to Fair	5S3
1751340500	1928		218 Citrus Avenue	Vernacular Bungalow	Fair	5S3
1752211300	1945		235 Citrus Avenue	Minimal Traditional	Good	5S3
1752211400	1939		243 Citrus Avenue	Minimal Traditional	Good	5S3
1754300100 (Vista Magnet Middle School)	1938		151 Escondido Avenue	Art Deco	Good	5S3
1752930100	1940		321 Eucalyptus Avenue	Minimal Traditional	Good	5S3
1752730700 (Central Baptist Church)			342 Eucalyptus Avenue	Ecclesiastical	Good	5S3
1752930300	1942		343 Eucalyptus Avenue	Tudor Revival	Good	5S3
1752930500	1946		405 Eucalyptus Avenue	Minimal Traditional	Good	5S3
1752910600	1949		419 Eucalyptus Avenue	Ranch	Good	5S3
1751921300	1947		110 or 114 Hillside Terrace	Tudor Revival	Good	5S3
APN could not be verified	1950s		(Allen's Alley) Hanes Place	Vernacular	Fair	5S3
APN could not be verified			121-127 Hanes Place	Block	Good	5S3
1751360400	1930		226 Indiana Avenue	Craftsman Bungalow	Good	5S3
1751312100	1929		326 Indiana Avenue	Pueblo	Good	5S3
1752762100		1948	115 Main Street	Storefront	Fair	5S3, 5D3
1752761200	1954		123 Main Street	Storefront	Fair	5S3, 5D3
1752761400/ 1752761500		1920s-1960s	131-135 Main Street	Storefront	Fair	5S3, 5D3
1751381400	1940	~1936	202-204 Main Street	Storefront – Falsefront	Fair	5S3, 5D3
1752750100	1940	~1929	203-209 Main Street	Storefront	Fair	5S3, 5D3



Table 4.5-6. Continued

APN	Recorded Year <sup>(1)</sup>	Estimated Year <sup>(2)</sup>	Address	Architectural Style	Integrity <sup>(3)</sup>	Status Code
1752750200	1928		211-221 Main Street	Italian Renaissance	Good	5S3, 5D3
1751381300	1940		212 Main Street	Storefront	Fair	5S3, 5D3
1751381200	1948		218 Main Street	Storefront	Fair	5S3, 5D3
1751381100	1941		224-226 Main Street	Storefront – Falsefront	Good	5S3, 5D3
1751380900	1941		230-236 Main Street	Storefront	Fair	5S3, 5D3
1751380800	1947		240 Main Street	Storefront – Falsefront	Good	5S3, 5D3
1752712200	1942		245-253 Main Street	Storefront	Good	5S3, 5D3
APN could not be verified		1940s	248 Main Street	Storefront	Good	5S3, 5D3
1752711300	1948		303 Main Street	Art Deco	Good	5S3, 5D3
1752711300		1948	307 Main Street	Storefront	Good	5S3, 5D3
1751390800	1954		326-330 Main Street	Storefront	Good	5S3, 5D3
1752711900			327-329 Main Street	Storefront	Good	5S3, 5D3
1752710900	1950		331-347 Main Street	Storefront	Good	5S3, 5D3
1751390600	1950		344 Main Street	Storefront – Contemporary	Good	5S3, 5D3
1752221300	1950		406 Main Street	Storefront – Contemporary	Good	5S3, 5D3
1790230900		~1947	611 Mercantile Street	Art Deco	Good	5S3
1751390200	1925		119 Michigan Avenue	Vernacular	Fair	5S3
APN could not be verified		1920s	215 Michigan Avenue	Vernacular	Fair	5S3
1751340900	1928		217 Michigan Avenue	Vernacular	Fair	5S3
1751341000	1928		225 Michigan Avenue	Vernacular	Good	5S3
1790520400			137-139 Pala Vista Drive	Vernacular bungalow	Good	5S3
APN could not be verified			143-147 Pala Vista Drive	Vernacular bungalow	Good	5S3
1791211700	1930		153 Pala Vista Drive	Tudor Revival	Good	5S3
1791222400		1940s	184 Pala Vista Drive	Vernacular	Good	5S3
1791211000		1940	199 Pala Vista Drive	Minimal Traditional	Good	5S3
1791211100		1940	207 Pala Vista Drive	Minimal Traditional	Good	5S3
1791211200	1940		215 Pala Vista Drive	Minimal Traditional	Good	5S3
1791211300	1935		221 Pala Vista Drive	Ranch	Good	5S3
1752230900	1939		225 Palm Drive	Vernacular	Unknown	5S3
1752210800	1940		246 Palm Drive	Ranch	Good	5S3
1752230600	1942		301 Palm Drive	Ranch	Unknown	5S3
1752230500	1942		303 Palm Drive	Ranch	Unknown	5S3
1752931200		1950s	321 Park Avenue	Ranch	Good	5S3
1752931100	1953		324 Park Avenue	Ranch	Good	5S3
1643112400	1939		115 Plymouth Drive	Minimal Traditional	Good	5S3
APN could not be verified		1952	117 Santa Fe Avenue	Contemporary	Good	5S3
1752770100	1960		123 Santa Fe Avenue	Block	Good	5S3

Table 4.5-6. Continued

APN	Recorded Year <sup>(1)</sup>	Estimated Year <sup>(2)</sup>	Address	Architectural Style	Integrity <sup>(3)</sup>	Status Code
1752770200	1940	1932	133-137 Santa Fe Avenue	Storefront	Good	5S3
APN could not be verified			219 Santa Fe Avenue	Block	Good	5S3
1753022500	1947		267 Santa Fe Avenue	False front	Good	5S3
1753040100	1945	1962	306 Santa Fe Avenue	Contemporary	Good	5S3
1753021600			315-319 Santa Fe Avenue	Block	Good	5S3
1753020600	1948		321 Santa Fe Avenue	Art Deco styling	Good	5S3
1790210500		~1950s	437 Santa Fe Avenue	Utilitarian	Good	5S3
1790221000	1929		529-537 Santa Fe Avenue	Spanish Eclectic	Fair	5S3
1790221700	1932		611-613 Santa Fe Avenue	Block	Good	5S3
1790402700	1931		614 Santa Fe Avenue	Spanish Eclectic	Good	5S3
			711 Santa Fe Avenue <sup>(4)</sup>			5S3
1633315100	1926		123 Terracina Way	Tudor	Good	5S3
1642904800			242 Vista Village Drive	Ranch	Good	5S3
1633121800		1950s	356 Vista Village Drive	Block	Fair	5S3
1633314200		1960	430 Vista Village Drive	Contemporary	Good	5S3
			611 Vista Village Drive <sup>(4)</sup>			5S3
1751341300		~1920s	734 Vista Village Drive	Vernacular	Fair	5S3
1751341300		~1930s	748 Vista Village Drive	Pueblo Revival	Fair	5S3
APN could not be verified	1913		201 Washington Street	Railroad Depot	Good	5S3

<sup>(1)</sup> The term "Recorded Year" indicates a date of construction derived from City records or similar official source.

<sup>(2)</sup> Estimated year of construction refers to buildings for which no recorded construction date was available from City records. The date of construction was estimated based on the style of construction, structural features of the building, and the known date of construction of adjacent buildings.

<sup>(3)</sup> Integrity as used here refers to historical rather than structural integrity. The assessment of integrity is preliminary in nature and was based on evidence for physical alternations to the buildings. Buildings described as having good integrity retain most or all of their original design features while buildings with poor integrity have been significantly altered over time.

<sup>(4)</sup> This property added to list in response to comment letter from Vista Historical Society and Museum at Rancho Minervn, dated January 29, 2010

Source: ASM Affiliates, 2009

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# **ATTACHMENT D**

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## **MITIGATION MONITORING AND REPORTING PROGRAM**

# MITIGATION MONITORING AND REPORTING PROGRAM

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The Mitigation Monitoring and Reporting Program (MMRP) was formulated based on the findings of the Final Program Environmental Impact Report (Final PEIR) for the proposed Downtown Vista Specific Plan (DVSP) Update Project. The MMRP is in compliance with Section 15097 of the State CEQA Guidelines, which requires that the Lead Agency “adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects.” The MMRP lists mitigation measures recommended in the Final PEIR and identifies mitigation monitoring and reporting requirements. These requirements are provided only for mitigation measures that would reduce or avoid significant impacts of the proposed project.

Table 1 presents the mitigation measures identified for the proposed project. Each mitigation measure is identified by the first three letters of the topical section to which it pertains, followed by a hyphen and impact number, which indicate the order that the mitigation measure is listed in the topical section. For example, mitigation measure *Air-1* is the first mitigation measure identified in the Air Quality section of the PEIR.

The first column of Table 1 provides the mitigation measures identified in Sections 4.1 through 4.15 of the Final PEIR. The column entitled “Party Responsible for Implementing Action” identifies the party responsible for carrying out the required actions. The columns entitled “Party Responsible for Monitoring” and “Timing” identify the party ultimately responsible for ensuring that the mitigation measure is implemented, and the approximate timeframe for the oversight agency to ensure implementation of the mitigation measure.



Table 1. Downtown Vista Specific Plan Update Mitigation Monitoring and Reporting Program Summary

Mitigation Measures		Party Responsible for Implementing Action	Party Responsible for Monitoring	Timing
<b>Air Quality</b>				
<i>Air-1</i>	During grading activities for any future development in the Specific Plan Area (SPA), the on-site construction superintendent shall ensure implementation of standard best management practices (BMPs) to reduce the emission of fugitive dust, including but not limited to the following actions: <ul style="list-style-type: none"> <li>Water any exposed soil areas a minimum of twice per day, or as allowed under any imposed drought restrictions. On windy days or when fugitive dust can be observed leaving the construction site, additional water will be applied at a frequency to be determined by the on-site construction superintendent.</li> <li>Graded areas on slopes will provide temporary hydroseeding and irrigation of cleared vegetation and graded slopes as soon as possible following grading activities in areas that will remain in disturbed condition (but will not be subject to further construction activities) for a period greater than three months during the construction phase.</li> <li>Pave or periodically water all on-site access points or apply chemical stabilizer to construction sites.</li> <li>Securely cover all transported material to prevent fugitive dust.</li> <li>Operate all vehicles on the construction site at speeds less than 15 miles per hour.</li> <li>Cover all stockpiles that will not be utilized within three days with plastic or equivalent material, to be determined by the on-site construction superintendent, or spray them with a non-toxic chemical stabilizer.</li> </ul>	Construction Superintendent	City Planner/Land Development Engineer	Prior to issuance of any grading permit and during grading activities
<i>Air-2</i>	The following measures shall be implemented throughout construction to minimize emissions of ozone (O <sub>3</sub> ) precursors (nitrogen oxides [NO <sub>x</sub> ] and volatile organic compounds [VOCs]): <ul style="list-style-type: none"> <li>Turn off all diesel-powered vehicles and gasoline-powered equipment when not in use for more than five minutes.</li> <li>Use electric or natural gas-powered construction equipment in lieu of gasoline or diesel-powered engines, where feasible.</li> <li>Require 10 percent of construction fleet to use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters, and/or California Air Resources Board (CARB) certified Tier III equipment or better.</li> <li>Support and encourage ridesharing and transit incentives for the construction crew.</li> </ul>	Construction Superintendent	City Planner/Land Development Engineer	Prior to issuance of any grading permit and during construction activities

Mitigation Measures	Party Responsible for Implementing Action	Party Responsible for Monitoring	Timing
<p><b>Air-3</b> The following measures would ensure that architectural coatings comply with San Diego Air Pollution Control District (SDAPCD) Rule 67:</p> <ul style="list-style-type: none"> <li>• Use pre-coated/natural colored building materials.</li> <li>• Use water-based or low VOC coatings with a VOC content of 100 grams per liter or less.</li> <li>• Use spray equipment with high transfer efficiency, such as the electrostatic spray gun method or apply coatings using manual tools, such as paint brushes, hand rollers, trowels, spatulas, daubers, rags, or sponges.</li> </ul>	Construction Superintendent	City Planner/Building Official	Prior to issuance of any grading permit and during application of architectural coatings
<p><b>Air-4</b> Prior to demolition or renovation of any buildings constructed prior to 1980 or otherwise having the potential to contain asbestos-containing material (ACM), a survey shall be conducted by a licensed asbestos-abatement contractor to determine presence of ACM. The SDAPCD shall be notified at least 10 days prior to any activity which may dislodge ACM in accordance with SDAPCD Rule 361.145 and demolition or renovation of structures which may contain ACM must be handled and disposed of in accordance with SDAPCD Rules 361.140-361.156.</p>	Project Applicant/Licensed asbestos-abatement contractor	City Planner/Building Official	Prior to issuance of any grading, building or demolition permit and during demolition or renovation of ACM-containing buildings
<p><b>Air-5</b> Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall identify and submit building plans that identify design features to reduce operational emissions associated with vehicular traffic. Such design features may include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• Projects within one-quarter mile of a transit facility, including Sprinter stations and bus stops, shall enhance existing or construct new pedestrian and bicycle facilities to provide safe and efficient access to the transit services.</li> <li>• Projects located within one-half mile of an existing/planned Class I or Class II bike lane shall include a comparable network that connects the project uses to the existing off-site facility. Project design shall include a designated bicycle route connecting all units, on-site bicycle parking facilities, off-site bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within one half mile, as feasible.</li> <li>• Nonresidential projects shall provide "end-of-trip" facilities including showers, lockers, and changing space. At a minimum, project will provide four clothes lockers and one shower provided for every 80 employee parking spaces, including separate facilities for each gender for projects with 160 or more employee parking spaces.</li> <li>• Bicycle racks that are accessible from the street and the pedestrian routes. At a minimum, one bike rack space shall be provided per 20 vehicle parking spaces.</li> <li>• Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.</li> <li>• Other transportation demand features for commercial uses may include parking fees employee telecommuting programs, flexible employee work schedules, carpool/vanpool programs, car-sharing services, preferential carpool/vanpool parking, and information on transportation alternatives provided to employees.</li> </ul>	Project Applicant	City Planner	During or prior to the project design phase and prior to issuance of a building permit

Mitigation Measures		Party Responsible for Implementing Action	Party Responsible for Monitoring	Timing
<b>Air-6</b>	Prior to the issuance of building permits, the applicant shall demonstrate that the project shall exceed the requirements of Title 24 of the California Energy Efficiency Standards for Residential and Non-residential Buildings. These requirements, along with the following measures, shall be incorporated into future development projects to reduce indirect emissions from energy use in the SPA, including O <sub>3</sub> precursors: <ul style="list-style-type: none"> <li>• Use of low-NOx emission water heaters</li> <li>• Installation of energy efficient and automated air conditioners where applicable</li> <li>• Energy efficient parking area lights</li> <li>• Exterior windows shall be double-paned</li> </ul>	Project Applicant	City Planner/Building Official	Prior to issuance of a building permit
<b>Air-7:</b>	An Air Quality Impact Analysis (AQIA) shall be prepared for projects within the DVSP Update planning area for projects that exceed one of the following screening criteria: <ul style="list-style-type: none"> <li>• Single family residential: 300 dwelling units (DU)</li> <li>• Apartments (6-20 DU/acre): 370 DU</li> <li>• Apartments (greater than 20 DU/acre): 420 DU</li> <li>• Condominiums: 370 DU</li> <li>• Supermarket: 25,000 square feet (SF)</li> <li>• Restaurant, fast food: 6,500 SF</li> <li>• Restaurant, sit down: 43,000 SF</li> <li>• Hotel/Motel: 480 rooms</li> <li>• Standard commercial office: 190,000 SF</li> <li>• Neighborhood shopping center: 35,000 SF</li> </ul> <p>For projects that include mixed uses, the AQIA trigger threshold would be determined by converting the various uses to equivalent single-family units using the conversion factors found within Table 5 of the San Diego County Report Format and Content Requirements, Air Quality (San Diego County 2007).</p>	Project Applicant	City Planner	During or prior to the project design phase.
<b>Air-8</b>	Development proposed under the DVSP Update shall use the recommendations set forth in Table 1-1 of the CARB's Land Use and Air Quality Handbook (2005) as a guideline for siting sensitive land uses. Implementation of these recommendations would ensure that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities are sited appropriately to minimize exposure to emissions of toxic air contaminants (TACs). Specific recommendations include the following: <ul style="list-style-type: none"> <li>• Avoid siting new sensitive uses within 300 feet of any dry cleaning operation that uses perchloroethylene. For operations with two or more machines, provide 500 feet separation.</li> </ul>	Project Applicant	City Planner/Land Development Engineer	During the project design phase and plan check reviews

Mitigation Measures	Party Responsible for Implementing Action	Party Responsible for Monitoring	Timing
For operations with three or more machines, consult the SDAPCD for guidance on acceptable separation distances. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.			
<ul style="list-style-type: none"> <li>Avoid siting new sensitive uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation distance is acceptable for standard gas dispensing facilities.</li> </ul>			
<b>Biological Resources</b>			
<b>Bio-1</b> For all future projects in the SPA on a site which is mapped by the City as supporting a sensitive vegetation type, surveys for sensitive plant and animal species shall be conducted by a qualified biologist during the appropriate season as part of, or prior to, the project planning or design phase. If sensitive plant or animal species are observed, they shall be avoided if possible. If impacts cannot be avoided, the significance of the impacts to those species must be evaluated in compliance with CEQA and any significant impacts shall be mitigated based on the recommendations of the qualified biologist and the mitigation requirements of the North County Multiple Habitat Conservation Plan (MHCP) Table B-8, or the City of Vista Subarea Plan, if adopted prior to approval of a grading permit for the future project.	Project Applicant/ Project Biologist	City Planner	During or prior to the project design phase and prior to issuance of any grading or building permit
<b>Bio-2</b> For all future projects in the SPA located on a site adjacent to or traversed by Buena Vista Creek, a qualified biologist, shall determine if the project would have the potential to impact the adjacent waterway. If the waterway would be potentially impacted by the project, the qualified biologist shall determine if the waterway meets the criteria for a jurisdictional wetland or water of the U.S. by the U.S. Army Corps of Engineers (ACOE) or a streambed or bank under the jurisdiction of the California Department of Fish and Game (CDFG). If it is determined that the waterway is jurisdictional, the applicant shall obtain the following permits, as necessary. <ul style="list-style-type: none"> <li>Authorization for the fill of jurisdictional waters of the U.S. from the ACOE through the Clean Water Act (CWA) Section 404 permitting process;</li> <li>A water quality certification pursuant to Section 401 of the CWA; and/or</li> <li>Authorization for the alteration of streambeds and banks within the State under Section 1602 of the Fish and Game Code of California.</li> </ul>	Project Applicant/ Project Biologist	City Planner	During or prior to the project design phase and prior to issuance of any grading or building permit
<b>Bio-3</b> Prior to initiation of project construction on a site within the SPA during the raptor nesting season (generally March 1 through August 15), where suitable trees for raptor nesting occur on the project site or within 500 feet of the site, preconstruction surveys for raptor nests shall be performed by a qualified biologist. If there are no raptors nesting (which includes nest building or other breeding/nesting behavior) within 500 feet of the site, clearing shall be allowed to proceed. Construction activities within 500 feet of active nests shall not be allowed to resume during the breeding season until a qualified biologist determines that the nest is no longer active.	Project Applicant/ Project Biologist	City Planner	Prior to issuance of any grading or building permit

Mitigation Measures	Party Responsible for Implementing Action	Party Responsible for Monitoring	Timing
<b>Cultural and Paleontological Resources</b>			
<b>Cul-1</b> Prior to the issuance of a grading permit for any future development project in the SPA proposed on an undeveloped parcel, a pedestrian survey shall be conducted by a professional archaeologist approved by the City. Should the pedestrian survey identify cultural resources, the cultural resources shall be evaluated for eligibility to the California Register of Historic Resources (CRHR) prior to issuance of a grading permit. In addition, the Native American Heritage Commission (NAHC) and local tribes shall be consulted regarding the potential for impacts to cultural sites to occur on the SPA. Finally, the survey shall make a determination whether the potential presence of subsurface resources requires archaeological or Native American monitoring during site grading. If construction monitoring is required, mitigation measure Cul-2 shall be implemented	Project Applicant/ Project Archaeologist	City Planner	During or prior to the project design phase
<b>Cul-2</b> Prior to the issuance of any grading permit for any future development project in the SPA that has been identified as having the potential to contain subsurface cultural resources, the project applicant shall provide written evidence to the City Planner that the applicant has retained a City-approved professional archaeologist and Native American monitor, if appropriate, to observe SPA grading and excavation activities for the presence of cultural materials. If any cultural materials are found, work in the area shall be halted so that the significance of the find can be evaluated. A significant discovery may require additional evaluation and mitigation; however, any such additional requirements would be site specific and would be determined at the time of discovery by the professional archaeologist and Native American monitor. A post-construction monitoring report shall be prepared and submitted to the City Planner at the completion of grading.	Project Applicant/ Native American Monitor/Construction Superintendent	City Planner	Prior to the issuance of any grading permit and during grading and excavation activities
<b>Cul-3</b> Prior to issuance of a grading permit, any site in the SPA that includes a building that is recommended eligible for listing in the CRHR, located in the Character Overlay District or has been assigned a status code of 5S3 or 5D3, the project applicant shall hire a qualified archaeologist/historian to evaluate all potentially eligible buildings for eligibility to the National Register of Historic Places (NRHP), CRHR and City of Vista Historical Resources Register. The evaluation shall consist of additional research and more detailed documentation of buildings, as necessary to evaluate eligibility for listing in the NRHP, CRHR and/or the City of Vista Historical Resources Register.	Project Applicant/ Project Archaeologist or Historian	City Planner	During or prior to the project design phase and prior to the issuance of any grading or building permit
<b>Cul-4</b> Prior to issuance of a grading permit for any future project located in the Character Overlay District on a site assigned a status code of 5D3, the City and/or project applicant shall hire a qualified archaeologist/historian to complete an evaluation of the proposed Downtown Vista Historic Commercial District for eligibility to the NRHP, CRHR and/or City of Vista Historical Resources Register. Evaluation of the historic district shall include evaluations of the individual buildings on the SPA for eligibility, and evaluation of the overall district.	City or Project Applicant/ Project Archaeologist or Historian	City Planner	Prior to the issuance of any grading or building permit



Mitigation Measures	Party Responsible for Implementing Action	Party Responsible for Monitoring	Timing
<b>Cul-5</b> If the Character Overlay District is determined to be eligible to the NRHP, CRHR and/or City of Vista Historical Resources Register, any future project located in the Character Overlay District and assigned a status code of SS3 or SD3 shall be evaluated by a qualified archaeologist/historian to determine its eligibility to the historic district. If determined to be eligible to the district, the project shall conform to the applicable building and architectural guidelines of the district.	Project Applicant/ Project Archaeologist or Historian	City Planner	Prior to the issuance of any grading or building permit

**Cul-6** For any future development project under the DVSP Update that would result in a substantial adverse change to a building eligible for listing on the NRHP, CRHR and City of Vista Historical Resources Register, impacts to the historic building(s) shall be determined during the environmental review process, and appropriate mitigation shall be implemented. Preservation in place shall be the preferred treatment for all properties that are evaluated and found eligible to the NRHP, CRHR, or the City's Historical Resources Register. Mitigation measures for the treatment of any buildings determined to be eligible properties shall be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (37 CFR 68) for undertaking Preservation, Rehabilitation, Restoration, and Reconstruction of Historic Buildings. If preservation is not possible, the following guidelines for relocation and demolition from the Secretary of the Interior's Guidelines for the Treatment of Historic Properties shall be implemented. The Secretary of the Interior's Standards for the Treatment of Historic Properties (37 CFR 68) provide a consistent framework for undertaking Preservation, Rehabilitation, Restoration, and Reconstruction of Historic Buildings.

**Relocation of Historic Buildings.** Relocation preserves a building, yet severs its historic relationship with a site. Relocation of a building shall only be implemented when the only other alternative is demolition. When relocation is unavoidable, the following precautions shall be taken to protect important structural and architectural features and to ensure compatibility of the historic building in a new context:

- Detailed documentation through the preparation of a Historic American Building Survey (HABS) shall be conducted prior to relocation as partial mitigation of impacts to the building's integrity of setting and location. Detailed photo documentation of the interior, exterior, landscaping and setting of the building is recommended. The original design drawings should be located, if possible. If design drawings do not exist, a Level I HABS, including the preparation of architectural drawings, is recommended. Guidelines for the preparation of a HABS documentation are provided in the requirements for demolition below.
- If feasible, the building or structure shall be relocated to a lot within its original neighborhood.
- If feasible, the building shall be relocated to a lot similar in size and topography to the original.
- The building or structure to be relocated shall be similar in age, style, massing, and size to the existing historic structures in the area in which it will be relocated.

Mitigation Measures	Party Responsible for Implementing Action	Party Responsible for Monitoring	Timing
<ul style="list-style-type: none"> <li>The building or structure to be relocated shall be placed on its new lot in the same orientation and with the same setbacks to the street as its placement on its original lot.</li> <li>A relocation plan shall be prepared prior to relocation to ensure that the least destructive method of relocation shall be used.</li> <li>Alterations or additions to the historic building or structure proposed to further the relocation process shall be evaluated in accordance with Secretary of the Interior's Standards.</li> <li>The appearance, including materials and height, of the new foundations for the relocated historic structure shall match those original to the building or structure as closely as possible, taking into account applicable codes.</li> <li>Licensed professional building movers shall be used to relocate a historic building.</li> <li>Whenever possible, buildings shall be moved in one piece. If problematic structural or relocation route conditions preclude moving a building as a single unit, then partial disassembly into large sections is acceptable. Total disassembly of building components shall be avoided except under extreme situations.</li> <li>Buildings or their components shall be protected from damage during the moving process by adding bracing, or strapping, or by temporarily infilling door and window openings for structural rigidity.</li> </ul>			
<p><b>Demolition of Historic Buildings.</b> Demolition shall only be considered after all other possible mitigation, such as rehabilitation, and relocation, have been determined to be infeasible. The negative effects of historic building removal may be reduced by carefully documenting the appearance of a building and its site and by salvaging historic materials for reuse. Documentation shall be conducted prior to demolition and shall include the preparation of Level 1 HABS. This document shall include:</p> <ul style="list-style-type: none"> <li>Drawings: a full set of measured drawings depicting existing or historic conditions.</li> <li>Photographs: photographs with large-format negatives of exterior and interior views; photocopies with large-format negatives of select existing drawings or historic views where available.</li> <li>Written data: History and description.</li> </ul> <p>Important features and materials of a building and its site shall be salvaged to the extent feasible prior to demolition. These can be recycled for use in similar buildings undergoing repairs or rehabilitation. Suitable items may include:</p> <ul style="list-style-type: none"> <li>Hardware, light fixtures</li> <li>Columns, baseboards, cornices, and other decorative trim</li> <li>Paneling and other decorative wall or ceiling finishes</li> </ul>			

Mitigation Measures	Party Responsible for Implementing Action	Party Responsible for Monitoring	Timing
<ul style="list-style-type: none"> <li>• Mantels, staircases, siding, trim, windows and doors</li> <li>• Heavy timbers, logs, flooring, and other structural elements</li> <li>• Tile, stone, and other masonry elements</li> </ul> <p>Although the implementation of these measures would lessen the severity of impacts associated with relocation and demolition of historical resources, in many instances these impacts would remain potentially significant.</p>			
<b>Hazards and Hazardous Materials</b>			
<p><b>Haz-1</b> Prior to the issuance of any grading permits for any future project under the DVSP Update that would take place on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or on a site that was previously occupied by a land use that used or generated hazardous materials or wastes including lead-based paint and/or mercury, the project applicant shall complete a Phase 1 Environmental Site Assessment (ESA), prepared by a Registered Environmental Assessor (REA). Any recommendations for remediation or further analysis, such as a Phase 2 ESA, shall be implemented prior to issuance of any grading permit. A Workplan shall be approved and overseen by the appropriate regulatory agency for sampling or remediation of hazardous materials. If monitoring during construction is recommended, the project applicant shall provide a letter of verification to the City Planner, stating that a REA has been retained to implement the monitoring program during construction activities. The program shall detail the pollutants or evidence of pollutants whose presence is being monitored, as well as the actions to be taken should any pollutant or evidence of pollutant be uncovered. If such a pollutant or evidence of the pollutant is encountered, it should be evaluated by a REA and handled in accordance with applicable environmental laws and regulations.</p>	Project Applicant/ Registered Environmental Assessor	City Planner/Land Development Engineer	Prior to the issuance of any grading permit
<p><b>Haz-2</b> For any future project under the DVSP Update, the applicant shall provide literature in the sales or leasing center with information on the proper disposal of household hazardous materials and what materials may be considered hazardous. The literature should include the address for the City's Household Hazardous Waste Collection Facility located at 1145 East Taylor Street. Additionally, any refuse storage areas shall include signage listing common hazardous materials and information on proper disposal, including the address for the City's Household Hazardous Waste Collection Facility.</p>	Project Applicant	City Planner	Prior to issuance of a Certificate of Occupancy

Mitigation Measures	Party Responsible for Implementing Action	Party Responsible for Monitoring	Timing
<b>Haz-3</b> Prior to construction of a future project in the SPA that requires a lane or roadway closure, the contractor shall:	Construction Contractor	City Planner/Land Development Engineer	Prior to the issuance of any grading or building permit
a) Ensure that the Vista Fire Department (VFD) and San Diego County Sheriff's Department (SDCSD) are notified at least one week prior to lane or roadway closure; and			
b) Provide appropriate signage to designate a detour road for vehicular and pedestrian traffic. The detour will provide the most direct route possible around the road closure. Adequate signage shall be provided to provide travelers notice of an upcoming detour and signage with directional arrows along the detour route. Signage along the roadway shall be provided at least one month prior to construction providing the expected dates of the closure. Detour route shall be approved by the VFD, and the California Department of Transportation (Caltrans) if necessary.			

#### Hydrology and Water Quality

<b>Hyd-1</b> Future development projects under the DVSP Update shall be prohibited within the SPA until construction of the proposed Santa Fe detention basin is complete.	City Planner	City Planner/Land Development Engineer	Prior to completion of the Santa Fe detention basin
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#### Noise

<b>Noi-1</b> Construction contractors for projects within the proposed SPA shall implement the following measures to minimize short-term noise levels caused by construction activities. Measures to reduce construction/demolition noise shall be included in contractor specifications and shall include, but not be limited to, the following:	Construction Contractor	City Planner/Land Development Engineer	Prior to the issuance of any grading or building permit and during construction activities
<ul style="list-style-type: none"> <li>• Properly outfit and maintain construction equipment with manufacturer-recommended noise-reduction devices to minimize construction-generated noise.</li> <li>• Operate all diesel equipment with closed engine doors and equip with factory recommended mufflers.</li> <li>• Use electrical power to operate air compressors and similar power tools.</li> <li>• Employ additional noise attenuation techniques as needed to reduce excessive noise levels so that construction noise would be in compliance with San Diego County Code Sections 36.408 and 36.409. Such techniques shall include, but not be limited to, the construction of temporary sound barriers or sound blankets between construction sites and nearby noise-sensitive receptors.</li> <li>• Notify adjacent noise-sensitive receptors in writing within two weeks of any construction activity such as jackhammering, concrete sawing, asphalt removal, pile driving, and large-scale grading operations that would occur within 100 feet of the property line of the nearest noise-sensitive receptor. The extent and duration of the construction activity will be included in the notification.</li> </ul>			

Mitigation Measures	Party Responsible for Implementing Action	Party Responsible for Monitoring	Timing
<b>Not-2</b> Future residential development, libraries, and other noise sensitive land uses proposed within the 65 decibel (dBA) Community Noise Equivalent Level (CNEL) noise contour of the SPA would require a site-specific acoustical analysis conducted by an acoustical engineer. The acoustical analysis shall demonstrate that the proposed project satisfies the exterior and interior noise standards established by the City's Municipal Code. If the development includes a mix of uses, or is adjacent to a noise sensitive land use, then the noise level limit of the more restrictive zoning category shall be used.	Project Applicant/ Project Acoustical Consultant	City Planner/Land Development Engineer	Prior to issuance of a Certificate of Occupancy
<b>Not-3</b> Implement the Federal Transit Administration (FTA) and Federal Railroad Administration (FRA) guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains, construction equipment, and other sources. Specifically, Category 1 uses (vibration-sensitive equipment) within 600 feet, Category 2 uses (residences and buildings where people normally sleep) within 200 feet, and Category 3 uses (institutional land uses) within 120 feet of the railroad right-of-way or other major sources of groundborne vibration shall require a site-specific groundborne vibration analysis conducted by a qualified groundborne vibration specialist in accordance with FTA and FRA guidelines. Vibration control measures deemed appropriate by the site-specific groundborne vibration analysis shall be implemented by the project applicant.	Project Applicant/ Project Acoustical Consultant	City Planner/Land Development Engineer	During project design phase and prior to issuance of building permits
<b>Public Services</b>			
<b>Pub-1</b> Prior to issuance of a Certificate of Occupancy for any future project under the DVSP Update, the project applicant shall contribute its fair share to the SDCSD to provide adequate facilities and capital to add up to five new sworn officers to the SDCSD to adequately serve the SPA. The project applicant shall consult with the SDCSD to determine to appropriate mitigation fee or other specific measure required.	Project Applicant	City Planner/San Diego County Sheriff's Department	Prior to issuance of Certificate of Occupancy
<b>Pub-2</b> All future projects under the DVSP Update would be required to pay statutory fees for public school services. As of September 2009, fees were \$2.97 per square foot for residential development, and \$0.47 per square for non-residential development. Project applicants shall contact the Vista Unified School District (VUSD) to determine the current and appropriate statutory fee for each future project proposed in the SPA.	Project Applicant	City Planner/Vista Unified School District	Prior to issuance of Certificate of Occupancy
<b>Traffic</b>			
<b>Tra-1</b> Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening Melrose Drive at the Olive Avenue intersection to include an additional left-turn lane for south southbound traffic onto Olive Avenue.	Project Applicant	City Planner/ Traffic Engineer	Prior to issuance of a building permit



Mitigation Measures	Party Responsible for Implementing Action	Party Responsible for Monitoring	Timing
<b>Tra-2</b> Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share towards restriping S. Santa Fe Avenue just southeast of Main Street to transition S. Santa Fe Avenue to two lanes in the southern direction, and to four lanes in the northern direction.	Project Applicant	City Planner/ Traffic Engineer	Prior to issuance of a building permit
<b>Tra-3</b> Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward restriping E. Broadway at the S. Santa Fe intersection to a right turn only lane at the intersection in order to restrict westbound left-turn movements from E. Broadway onto S. Santa Fe Avenue.	Project Applicant	City Planner/ Traffic Engineer	Prior to issuance of a building permit
<b>Tra-4</b> Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening and restriping westbound Guajome Street at the S. Santa Fe Avenue intersection to allow for an additional left-hand turn lane onto S. Santa Fe Avenue. This measure is considered to be infeasible due to the constraints associated with the roadway width.	Project Applicant	City Planner/ Traffic Engineer	Prior to issuance of a building permit
<b>Tra-5</b> Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward signalizing the Pala Vista Drive/Santa Fe Avenue intersection with a four-way traffic signal.	Project Applicant	City Planner/ Traffic Engineer	Prior to issuance of a building permit
<b>Tra-6</b> Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening the Escondido Avenue and S. Santa Fe intersection. S. Santa Fe Avenue would be widened to provide an additional left turn lane in each direction. Escondido Avenue would be widened to include an additional through lane and right turn lane for northbound traffic.	Project Applicant	City Planner/ Traffic Engineer	Prior to issuance of a building permit
<b>Tra-7</b> Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening southbound Vale Terrace at the E. Vista Way intersection to include a separate right-turn lane onto E. Vista Way.	Project Applicant	City Planner/ Traffic Engineer	Prior to issuance of a building permit
<b>Tra-8</b> Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward restriping Escondido Avenue at the Eucalyptus Avenue intersection to include three through lanes for northbound traffic. The project applicant shall also pay its fair share to widen Eucalyptus Avenue at this intersection to include a right-turn lane for eastbound traffic onto Eucalyptus Avenue.	Project Applicant	City Planner/ Traffic Engineer	Prior to issuance of a building permit
<b>Tra-9</b> Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward improving Escondido Avenue at the Postal Way intersection to include a separate right turn lane for northbound traffic onto Postal Way.	Project Applicant	City Planner/ Traffic Engineer	Prior to issuance of a building permit

Mitigation Measures	Party Responsible for Implementing Action	Party Responsible for Monitoring	Timing
<p><b>Tra-10</b> A subregional corridor study of SR-78 shall be conducted by the San Diego Association of Governments (SANDAG) and Caltrans in conformance with Caltrans procedures and standards in order to assess the ultimate SR-78 corridor needs to serve the build-out of the North County jurisdictions, including the City of Vista. The corridor study shall identify necessary improvements to SR-78 in order to support the future build-out, including the DVSP Update. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward necessary improvements to the SR-78 corridor, as determined in the SANDAG/Caltrans SR-78 corridor study, which may include auxiliary lanes, ramp improvements, interchange improvements, or adding an HOV lane to the eastbound side of SR-78, as deemed appropriate by the City.</p>	Project Applicant	City Planner/ Traffic Engineer	Prior to issuance of a building permit

**EXHIBIT B**

**FINDINGS REGARDING THE  
ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED  
DOWNTOWN VISTA SPECIFIC PLAN UPDATE PROJECT  
State Clearinghouse (SCH) No. 2009061018  
March 11, 2010**

**I. INTRODUCTION**

Pursuant to the California Environmental Quality Act ("CEQA," Public Resources Code §§ 21000-21178.1) and the State CEQA Guidelines (14 Cal. Code Regs., §§ 15000-15387), the City of Vista ("City") is the lead agency for the Downtown Vista Specific Plan (DVSP) Update Project ("Project"). The City prepared a program environmental impact report ("PEIR") for the Project (SCH No. 2009061018), which analyzed the potentially significant environmental impacts of the Project.

The City hereby certifies and finds that the PEIR for the Project has been completed in compliance with CEQA (CEQA, Public Resources Code §§ 21000-21178.1) and the State CEQA Guidelines (14 Cal. Code Regs., §§ 15000-15387). The City further makes the following Findings, pursuant to State CEQA Guidelines § 15091. The PEIR concluded that the project will have:

- Significant, but mitigable environmental impacts to air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, noise, public services, recreational resources, traffic, and utilities; and
- Significant and unavoidable environmental impacts associated with air quality, cultural resources, land use, and traffic.

**II. PROJECT DESCRIPTION AND PURPOSE**

The specific plan area (SPA) is located in northwestern San Diego County in the city. The proposed DVSP Update would update and expand the boundaries of the existing Downtown Specific Plan #26 (SP #26). The current SPA is centered on the downtown core and extends outward along two major transportation corridors: Vista Village Drive and S. Santa Fe Avenue. The boundary expansion proposed by the DVSP Update would extend the SPA further to the southeast along S. Santa Fe Avenue to Monte Vista Drive, south along a portion of Escondido Avenue, and northwest along N. Santa Fe Avenue to W. Orange Street. The expanded SPA would cover a total area of approximately 352 gross acres. The SPA varies in elevation from approximately 320 feet AMSL to approximately 440 feet AMSL.

The primary goal of the DVSP Update is to stimulate reinvestment in older and underutilized properties to provide housing and commercial uses that would result in the re-creation of a dynamic downtown area. The DVSP Update would establish a vision for the downtown area as a place where residents and visitors can live, work, shop, and play. The DVSP Update would guide and direct new redevelopment, economic development, streetscape and traffic improvements, parking, pedestrian amenities, and mixed land uses in the SPA over a 20 year planning period. A total of 1,270 new dwelling units and 1,866,737 additional square feet (SF) of commercial/retail development are proposed for the SPA. The DVSP Update proposes design and development plans on an area-wide level and for four designated planning areas.

The objectives of the proposed project are to:

1. Develop four distinct planning areas within the SPA, each of which provides specific types of development opportunities based on community need, existing uses, and location within the SPA. The planning areas will include a gateway mixed use district, civic and entertainment district, mercantile and retail district and larger scale retail district.
2. Identify design and development guidelines for each of the four planning areas and the entire SPA that address the following: permitted uses, prohibited uses, operating standards, fences and walls, landscaping, parking and loading, lighting, signs, standards for specific land uses, lighting and security, building design, architectural design, and circulation and access.
3. Provide new mixed-use commercial and residential development opportunities in the SPA, including up to 1,270 new dwelling units and 1.8 million SF of commercial retail and office uses.
4. Identify landscape design guidelines for the SPA to improve the aesthetic environment of the downtown area and create a cohesive community design plan.
5. Improve traffic circulation within the SPA, including improvements to the following intersections: Olive Avenue and N. Melrose Drive; S. Santa Fe Avenue and E. Broadway; S. Santa Fe Avenue and Pala Vista Drive; S. Santa Fe Avenue and Guajome Street; S. Santa Fe Avenue and Escondido Avenue; Vale Terrace and E. Vista Way; and Escondido Avenue and Eucalyptus Avenue.
6. Provide water, sewer and storm drain infrastructure improvements in the SPA to serve the proposed commercial and residential uses.
7. Preserve the historic downtown area of Vista by creating a Character Overlay Zone and requiring architectural design styles and construction methods and materials that are compatible with the surrounding area.
8. Increase the use of alternative transportation within the SPA by providing improved pedestrian, bicycle and transit facilities and corridors that are easily accessible to the public.
9. Provide residential housing for a variety of income levels and housing needs by offering various housing types including live/work units, single-family dwellings, multiple-family dwellings, and senior housing developments.
10. Increase public safety by clearly delineating pedestrian circulation through landscaping, walkways, and decorative hardscape as well as creating pedestrian pathways between parking areas and businesses.
11. Promote sustainable development principles by encouraging high-density commercial development near the core of the district, connected to residential development with pedestrian corridors.
12. Create an 18-hour activity area at the core of the SPA, featuring a variety of residential development and large anchor retail with increased building heights and building density.

Section 3.0, Area-Wide Design and Development Plan, of the DVSP Update provides land use regulations, design guidance, and proposed public improvements for the entire SPA. The area-wide plan summarizes the allowed land uses and permit requirements for each of the four planning areas in the SPA and sets general site development standards that apply to all uses within the SPA. Typical design guidelines include requirements for high quality development, preservation of historic or culturally significant elements, and avoidance of features that would create pedestrian or vehicular conflicts. Landscape requirements are also included to soften the appearance of building facades and hard surfaces, and provide shade for residents and visitors.

Area-wide public improvements proposed for the SPA consist of infrastructure (water, sewer, and storm drain) and circulation improvements. Proposed water infrastructure improvements include the

addition of new water pipelines and upsizing of existing water pipelines. Proposed sewer infrastructure improvements include the addition of new sewer pipelines and upsizing of existing sewer pipelines. The project proposes a new detention basin (Santa Fe detention basin) which would reduce flooding within the SPA and be located along Tributary 1 of Buena Vista Creek at the southeast corner S. Santa Fe Avenue and Monte Vista Drive. Storm drain improvements are proposed that would include upgrades to storm drain pipeline systems to catch street flow and convey it to the main existing storm drain system on S. Santa Fe Avenue and Mercantile Street (Tributary 1). Additional improvements are proposed for Buena Vista Creek west of the Santa Fe Avenue and south of Broadway, from its confluence with Tributary 1 to Indiana Avenue. A double 8.5-foot by 10-foot box culvert would be constructed to convey flows in this area of the creek. The project also proposes improvements to S. Santa Fe Avenue that would alter the existing vehicle circulation system in the SPA and enhance pedestrian circulation along S. Santa Fe Avenue.

Planning Area 1 (PA-1) includes two areas located at the northernmost (PA-1a) and southernmost (PA-1b) points of the SPA. These areas provide the primary entries into the SPA from the north and south, and would provide mixed-use residential and retail opportunities. PA-1 would also serve as a transition area between existing residential neighborhoods and larger scale future development anticipated in Planning Area 2 (PA-2) and Planning Area 4 (PA-4). A compact mix of land uses incorporating quality design and at human scale to foster connectivity between the planning area and the historic downtown area would be encouraged. A total of 353 new dwelling units and 317,541 additional SF of commercial/retail development are anticipated for this planning area.

PA-2 consists of two portions located on either side of PA-1a. This planning area is envisioned as a Civic and Entertainment district that includes larger scale development for entertainment, commercial services, and municipal uses. The western portion south of Santa Fe Avenue would include uses that build upon the existing Wave water park, Buena Vista Creek Walk, and the Vista Village retail and entertainment center as destinations for the community. Office uses would also be accommodated in the western portion of PA-2, as well as ground floor retail to support office uses above and along Vista Village Drive. The eastern portion of PA-2 would include municipal uses and services, including City Hall, the library, Wildwood Park, and Rancho Buena Vista Adobe. A total of 108 new dwelling units and 371,758 additional SF of commercial/retail development are anticipated for this planning area. The DVSP Update would also include a Character Overlay Zone in PA-2, which would ensure the preservation the city's traditional downtown.

Planning Area 3 (PA-3) is the "spine" of the SPA. It connects the area between PA-1a and PA-2 to the north and PA-4 to the south. Its close proximity to the Sprinter Stations, coupled with its connections to S. Santa Fe Avenue and Mercantile Street, would accommodate pedestrian and automobile access. PA-3 is envisioned to be highly walkable area and would encourage efficient pedestrian movement by incorporating a mix of residential, retail, commercial, and entertainment uses. Its close proximity to each Sprinter Station, pedestrian paths, narrow streets with enhanced landscaping and streetscape elements, and quality site and facade design would contribute a positive visual image along S. Santa Fe and Mercantile. Visions for this planning area include an artistic, creative feel, unique shops, art galleries, ethnic restaurants, and other complementary uses. Allowable housing types include live-work units, and lofts for artisans and local business owners. A total of 189 new dwelling units and 431,943 additional SF of commercial/retail development are anticipated for this planning area.

PA-4 is positioned between PA-3 and PA-1b. This planning area would provide more prominent retail destinations and would attract local and regional visitors. Major upscale retailers with distinctive architectural statements are envisioned within a walkable commercial center, rich in amenities and located close to the Sprinter Station on Escondido Avenue. PA-4 would include varied building



heights with intensity increasing in the core of the planning area. Major retailers, restaurants with outdoor dining, and large public spaces would play an integral role in this planning area. In addition, PA-4 would also serve as the southern gateway to the SPA by allowing high-density commercial development and considerable streetscape/gateway enhancements. A variety of residential development types and commercial uses would be provided to encourage an 18-hour activity area. A total of 189 new dwelling units and 431,943 additional SF of commercial/retail development are anticipated for this planning area.

The DVSP Update Project would require the approval of the following discretionary actions from the City.

- General Plan Amendments by the Vista Planning Commission and City Council
- Zoning Code/Map Amendments by the Vista Planning Commission and City Council

### III. ENVIRONMENTAL REVIEW PROCESS

On June 2, 2009, a Notice of Preparation (NOP) was distributed by the City for the proposed project. The State of California Clearinghouse issued a project number for the PEIR, SCH No. 2009061018. In accordance with State CEQA Guidelines § 15082, the NOP was circulated to the agencies, groups and individuals listed in Appendix A of the PEIR for a period of 30 days, during which time comments were solicited pertaining to environmental issues/topics that the PEIR should evaluate. A copy of the NOP and each NOP comment letter received is provided in Appendix A of the PEIR.

In accordance with State CEQA Guidelines §§ 15087 and 15150, the Draft PEIR was distributed to the State Clearinghouse, federal, state and local agencies, organizations and individuals for a 45-day public review beginning on December 16, 2009, and ending on January 29, 2010. Comment letters received on the Draft PEIR during the public review period were responded to in writing and included as the Response to Comments section in the Final PEIR.

### IV. FINDINGS REGARDING IMPACTS THAT CAN BE MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE

The City, having reviewed and considered the information contained in the PEIR, the appendices to the PEIR, and the administrative record, finds, pursuant to California Public Resources Code §21081(a)(1) and State CEQA Guidelines §15091(a)(1), that changes or alterations have been required in, or incorporated into, the Project which would mitigate, avoid, or substantially lessen to below a level of significance the following potentially significant environmental effects identified in the PEIR in the following categories: air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, noise, public services, recreational resources, traffic, and utilities.

#### A. AIR QUALITY

##### **Potential Impact: Direct and Cumulative Impacts to Sensitive Receptors**

Impacts to sensitive receptors, such as residences, schools, day care centers, playgrounds, and medical facilities, would have the potential to occur if they are located within 300 feet of a large gas station or a dry cleaning facility that uses perchloroethylene (PCE). Although the SPA would include primarily residential and commercial uses, allowed land uses would include the development of gas stations and dry cleaning facilities, as these are common uses within mixed-use development. Due to the compact nature of development proposed for the SPA, sensitive receptors may be located

within 300 feet of a gas station or dry cleaning facility. Therefore, a potentially significant impact would occur (PEIR, Section 4.2.5.3).

**Facts in Support of Finding:** Based on the California Air Resources Board (CARB) siting recommendations within the Air Quality and Land Use Handbook, a detailed health risk assessment should be conducted for proposed sensitive receptors within 300 feet of a large gas station or a dry cleaning facility that uses PCE. Implementation of *Mitigation Measure Air-8* requires use of the CARB's Land Use and Air Quality Handbook as a guideline for siting sensitive land uses. Implementation of these guidelines would ensure that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities are sited appropriately to minimize exposure to emissions of TACs.

**Mitigation Measure Air-8:** Development proposed under the DVSP Update shall use the recommendations set forth in Table 1-1 of the CARB's Land Use and Air Quality Handbook (CARB 2005) as a guideline for siting sensitive land uses. Implementation of these recommendations would ensure that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities are sited appropriately to minimize exposure to emissions of TACs. Specific recommendations include the following:

- Avoid siting new sensitive uses within 300 feet of any dry cleaning operation that uses perchloroethylene. For operations with two or more machines, provide 500 feet separation. For operations with three or more machines, consult the San Diego Air Pollution Control District (SDAPCD) for guidance on acceptable separation distances. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
- Avoid siting new sensitive uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation distance is acceptable for standard gas dispensing facilities.

**Level of Significance After Mitigation:** Less than significant.

## B. BIOLOGICAL RESOURCES

### **Potential Impact:** Direct Impacts to Sensitive Habitats, Sensitive Species, and Jurisdictional Waterways

Build-out of the DVSP Update would have the potential to directly impact 0.6-acre of exotic riparian woodland and 0.3-acre of Diegan coastal sage scrub. Although this constitutes a very small portion of the SPA, the DVSP Update would have the potential to result in the direct impact or removal of these two sensitive habitats. These vegetation communities support sensitive species. Sensitive species that may be found in exotic riparian woodland include Cooper's hawk and the coastal western whiptail. Sensitive species that may be found in Diegan coastal sage scrub habitat include Palmer's grapplehook, Parry's tetracoccus, San Diego thorn-mint, California adolphia, thread-leaved brodiaea, coastal California gnatcatcher, southern California rufous-crowned sparrow, coast (San Diego) horned lizard, and decumbent goldenbush. Therefore, the DVSP Update would have the potential to result in the direct removal of a vegetation community that supports a sensitive animal or plant species and a significant impact to sensitive species would occur. Additionally, one migratory bird may be found in the SPA, the Cooper's hawk, which is a nesting raptor. A potentially significant direct impact to Cooper's hawk would occur if active nests are present on a future development site in the SPA and would be required to be cleared prior to project construction.

Buena Vista Creek and its Tributaries 1 and 2 also traverse the SPA. Buena Vista Creek currently supports riparian habitat and may be considered a jurisdictional wetland by the California

Department of Fish and Game (CDFG) or the U.S. Army Corps of Engineers (ACOE). Future development in the SPA on a site that is adjacent to or traversed by Buena Vista Creek would have the potential to result in an alteration to this waterway, such as a temporary diversion of flows during construction or a permanent increase in runoff, that may require consultation with or a permit from the ACOE, CDFG, and/or the San Diego Regional Water Quality Control Board (SDRWQCB). A potentially significant impact would occur (PEIR, Section 4.3.5.1)

**Facts in Support of Finding:** The proposed project would result in potentially significant impacts to sensitive habitats, sensitive and migratory species, and a jurisdictional waterway. Implementation of **Mitigation Measures Bio-1** through **Bio-3** would reduce these impacts. Impacts to sensitive habitats and species would be reduced by avoiding impacts to the extent possible and complying with the mitigation measures established in the North County Multiple Habitat Conservation Program (MHCP). Impacts to migratory birds would be avoided by prohibiting construction near active nests, and impacts to the jurisdictional waterway would be mitigated by obtaining the required permits from the ACOE, CDFG, and/or SDRWQCB.

**Mitigation Measure Bio-1:** For all future projects in the SPA on a site which is mapped by the City as supporting a sensitive vegetation type, surveys for sensitive plant and animal species shall be conducted by a qualified biologist during the appropriate season as part of, or prior to, the project planning or design phase. If sensitive plant or animal species are observed, they shall be avoided if possible. If impacts cannot be avoided, the significance of the impacts to those species must be evaluated in compliance with CEQA and any significant impacts shall be mitigated based on the recommendations of the qualified biologist and the mitigation requirements of the North County MHCP Table B-8, or the City of Vista Subarea Plan, if adopted prior to approval of a grading permit for the future project.

**Mitigation Measure Bio-2:** For all future projects in the SPA located on a site adjacent to or traversed by Buena Vista Creek, a qualified biologist, shall determine if the project would have the potential to impact the adjacent waterway. If the waterway would be potentially impacted by the project, the qualified biologist shall determine if the waterway meets the criteria for a jurisdictional wetland or water of the U.S. by the ACOE or a streambed or bank under the jurisdiction of the CDFG. If it is determined that the waterway is jurisdictional, the applicant shall obtain the following permits, as necessary.

- Authorization for the fill of jurisdictional waters of the U.S. from the ACOE through the Clean Water Act (CWA) Section 404 permitting process;
- A water quality certification pursuant to Section 401 of the CWA; and/or
- State under Section 1602 of the Fish and Game Code of California.

**Mitigation Measure Bio-3:** Prior to initiation of project construction during the raptor nesting season (generally March 1 through August 15) where suitable trees for raptor nesting occur on a SPA or within 500 feet of the site in the SPA, preconstruction surveys for raptor nests shall be performed by a qualified biologist. If there are no raptors nesting (which includes nest building or other breeding/nesting behavior) within 500 feet of the site, clearing shall be allowed to proceed. Construction activities within 500 feet of active nests shall not be allowed to resume during the breeding season until a qualified biologist determines that the nest is no longer active.

**Level of Significance After Mitigation:** Less than significant.

## C. CULTURAL RESOURCES

### **Potential Impact: Direct and Cumulative Impacts to Archaeological Resources**

Approximately 2.12 acres of currently undisturbed land would be impacted by future development in the SPA consistent with the DVSP Update. Previously undeveloped areas have the potential to contain unknown cultural resources that would be disturbed or destroyed during construction activities associated with future projects under the DVSP Update. Therefore, implementation of the DVSP Update would have the potential to cause a substantial adverse change in the significance of an unknown archaeological resource. Impacts would be potentially significant (PEIR, Section 4.5.5.2).

**Facts In Support of Finding:** In order to reduce potential impacts to unknown archaeological resources during construction activities, pedestrian surveys would be conducted by a professional archaeologist prior to the issuance of a grading permit, and construction monitoring would be required by a City-approved archaeologist when recommended as a result of the survey, as indicated in *Mitigation Measures Cul-1* and *Cul-2*.

**Mitigation Measure Cul-1:** Prior to the issuance of a grading permit for any future development project in the SPA proposed on an undeveloped parcel, a pedestrian survey shall be conducted by a professional archaeologist approved by the City. Should the pedestrian survey identify cultural resources, the cultural resources shall be evaluated for eligibility to the California Register of Historical Resources (CRHR) prior to issuance of a grading permit. In addition, the Native American Heritage Commission (NAHC) and local tribes shall be consulted regarding the potential for impacts to cultural sites to occur on the SPA. Finally, the survey shall make a determination whether the potential presence of subsurface resources requires archaeological or Native American monitoring during site grading. If construction monitoring is required, mitigation measure Cul-2 shall be implemented.

**Mitigation Measure Cul-2:** Prior to the issuance of any grading permit for any future development project in the SPA that has been identified as having the potential to contain subsurface cultural resources, the project applicant shall provide written evidence to the City Planner that the applicant has retained a City-approved professional archaeologist and Native American monitor, if appropriate, to observe SPA grading and excavation activities for the presence of cultural materials. If any cultural materials are found, work in the area shall be halted so that the significance of the find can be evaluated. A significant discovery may require additional evaluation and mitigation; however, any such additional requirements would be site specific and would be determined at the time of discovery by the professional archaeologist and Native American monitor. A post-construction monitoring report shall be prepared and submitted to the City Planner at the completion of grading.

**Level of Significance After Mitigation:** Less than significant.

## D. HAZARDS AND HAZARDOUS MATERIALS

### **Potential Impact 1: Direct Hazard Impacts to the Public or the Environment**

Future development under the DVSP Update may require ground-disturbing construction activities such as grading and excavation. Ground-disturbing activities have the potential to uncover or disturb hazardous conditions that may contaminate soil and/or groundwater, including several existing hazardous materials sites identified in the SPA. Additionally, existing facilities in the SPA have the potential to utilize or generate hazardous materials, such as dry cleaners, gas stations, automobile repair facilities, and utility lines. New development on a site previously occupied by one of these



land uses would have the potential to uncover hazardous materials. Future development on one of these sites would have the potential to create a significant hazard to the public or the environment unless an environmental site assessment is conducted to determine potential risks and appropriate remediation measures taken to minimize risks.

The DVSP Update would also accommodate residential land uses that would use hazardous materials and generate hazardous wastes. Residential land uses are not subject to the same federal, State, and local regulations that would apply to commercial/retail development. Hazardous materials that are not properly disposed of could create a significant hazard to the public or environment. Impacts would be potentially significant (PEIR, Section 4.7.5.1).

**Facts in Support of Finding:** Implementation of *Mitigation Measure Haz-1* would reduce potential impacts related to previous land uses that used or generated hazardous materials or waste because this measure would require completion of a Phase 1 Environmental Site Assessment (ESA) and implementation of any recommendations made in the Phase I ESA prior the issuance of any grading permits for any future project on a site with the potential to contain hazardous materials. Implementation of *Mitigation Measure Haz-2* would reduce potential impacts related to the improper disposal of household hazardous wastes because this measure would require the sales or leasing centers for future residential developments to provide prospective buyers and tenants with information regarding the proper disposal procedures for household hazardous materials and what materials may be considered hazardous.

**Mitigation Measure Haz-1:** Prior to the issuance of any grading permits for any future project under the DVSP Update that would take place on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or on a site that was previously occupied by a land use that used or generated hazardous materials or wastes including lead-based paint and/or mercury, the project applicant shall complete a Phase 1 Environmental Site Assessment (ESA), prepared by a Registered Environmental Assessor (REA). Any recommendations for remediation or further analysis, such as a Phase 2 ESA, shall be implemented prior to issuance of any grading permit. A Workplan shall be approved and overseen by the appropriate regulatory agency for sampling or remediation of hazardous materials. If monitoring during construction is recommended, the project applicant shall provide a letter of verification to the City Planner, stating that a REA has been retained to implement the monitoring program during construction activities. The program shall detail the pollutants or evidence of pollutants whose presence is being monitored, as well as the actions to be taken should any pollutant or evidence of pollutant be uncovered. If such a pollutant or evidence of the pollutant is encountered, it should be evaluated by a REA and handled in accordance with applicable environmental laws and regulations.

**Mitigation Measure Haz-2:** For any future project under the DVSP Update, the applicant shall provide literature in the sales or leasing center with information on the proper disposal of household hazardous materials and what materials may be considered hazardous. The literature should include the address for the City's Household Hazardous Waste Collection Facility located at 1145 East Taylor Street. Additionally, any refuse storage areas shall include signage listing common hazardous materials and information on proper disposal, including the address for the City's Household Hazardous Waste Collection Facility.

**Level of Significance After Mitigation:** Less than significant.

**Potential Impact 2: Direct Impacts to Emergency Response and Evacuation Plans**

The SPA contains several through streets that would provide an evacuation route for residents and/or routes for emergency services, including Vista Village Drive, Santa Fe Avenue, and Escondido Avenue. These roadways provide access throughout the SPA and the surrounding areas, including access to SR-78. Construction of future development in the SPA may require road closures that would interfere with through streets in the plan area, including those listed above. Additionally, public improvements proposed in the DVSP Update such as improvements to S. Santa Fe Avenue would require lane or road closures. Temporary construction-related lane closures would have the potential to result in a significant impact associated with the ability to implement the City's emergency response and evacuation plans in the event of an emergency. This impact is considered to be potentially significant (PEIR, Section 4.7.5.3).

**Facts in Support of Finding:** Implementation of Mitigation Measure Haz-3 would reduce impacts associated with the temporary physical interference of roadways used for emergency services or evacuation by providing emergency service agencies with adequate time to prepare new routes, and providing alternative routes for vehicular and pedestrian traffic.

**Mitigation Measure Haz-3:** Prior to construction of a future project in the SPA that requires a lane or roadway closure, the contractor shall:

- a) Ensure that the Vista Fire Department (VFD) and San Diego County Sheriff's Department (SDCSD) are notified at least one week prior to lane or roadway closure; and
- b) Provide appropriate signage to designate a detour road for vehicular and pedestrian traffic. The detour will provide the most direct route possible around the road closure. Adequate signage shall be provided to provide travelers notice of an upcoming detour and signage with directional arrows along the detour route. Signage along the roadway shall be provided at least one month prior to construction providing the expected dates of the closure. Detour route shall be approved by the VFD, and the California Department of Transportation (Caltrans) if necessary.

**Level of Significance After Mitigation:** Less than significant.

**E. HYDROLOGY AND WATER QUALITY**

**Potential Impact: Direct Flood Hazard Impact**

Implementation of the DVSP Update would accommodate residential, commercial, retail, and municipal land uses throughout the SPA, including areas located in Zone AH and X designations on the *Flood Insurance Rate Maps (FIRMs) for San Diego County, California and Incorporated Areas* prepared by the Federal Emergency Management Agency. Portions of PA-1a and PA-2 along Buena Vista Creek, and PA-3 and PA-4 along Tributary 1, are located in Zone AH (high flood risk area). Portions of PA-1a and PA-2, particularly along Tributary 2, are located in Zone X (low flood risk area). Specifically, the current capacity of Buena Vista Creek at the confluence with Tributary 1 is less than the existing peak flow volume, resulting in an exceedance of drainage facility capacity, which typically results in flooding. Implementation of the DVSP Update would include construction of the proposed Santa Fe detention basin and associated curb inlets and laterals necessary to direct peak flow away from streets. With implementation of the DVSP Update, including the Santa Fe detention basin, the peak flow at the confluence of Buena Vista Creek and Tributary 1 would not exceed the capacity of the drainage facility and the DVSP Update would not be located within the 100-year floodplain. However, if any development upstream of the confluence of Buena Vista Creek and Tributary 1 were constructed in the SPA prior to completion of the proposed Santa Fe detention basin, implementation of the proposed project would have the potential to exceed the capacity of the



drainage channel. Therefore, under this scenario, implementation of the DVSP Update would have the potential to result in a significant impact associated with flooding and the placement of habitable structures within the 100-year floodplain (PEIR, Section 4.8.5.3).

**Facts in Support of Finding:** As described in *Mitigation Measure Hyd-1*, prohibiting development from occurring in the SPA upstream of the confluence of Buena Vista Creek and Tributary 1 until after the proposed Santa Fe detention basin has been constructed would reduce impacts associated with the 100-year floodplain.

**Mitigation Measure Hyd-1:** Future development projects under the DVSP Update shall be prohibited within the SPA until construction of the proposed Santa Fe detention basin is complete.

**Level of Significance After Mitigation:** Less than significant.

## F. NOISE

### **Potential Impact 1:** Direct Impacts Associated with a Temporary Increase in Ambient Noise Levels and Exposure of New Development to Noise Levels that Exceed Exterior Noise Standards

Construction within the SPA would not take place all at once; however, future development accommodated by the DVSP Update would have the potential to temporarily generate construction noise that would exceed 75 decibels (dBA) for an eight-hour period, which is the City's noise standard for construction noise. This would result in a short-term significant noise impact. Additionally, the Noise Element of the City's General Plan recommends an acoustical review for any residential projects that would be located within the 65 dBA (Community Noise Exposure Level or CNEL) contour of a roadway. Multi-family residential development and commercial development would likely be placed along major roadways, and would have the potential to be located within the 65 dBA (CNEL) roadway noise contour that extends approximately 100 feet from the centerline of roadways in the SPA, affecting interior noise levels and onsite exterior recreational areas. This would result in a potentially significant impact associated with traffic noise. Multi-family residential development planned within approximately 200 feet of the SPRINTER railroad centerline and commercial development planned approximately 110 feet from the centerline would be exposed to noise levels that exceed the hourly Leq noise limits established within the City's Noise Ordinance (60 dBA for commercial uses, 55 dBA for multi-family residences, and 50 dBA for single-family residences). Therefore, development planned within a noise contour which exceeds the limits established in the City's noise ordinance would result in a potentially significant impact (PEIR, Section 4.10.5.1).

**Facts in Support of Finding:** Implementation of measures to minimize short-term noise levels caused by construction activities, as described in *Mitigation Measure Noi-1*, would reduce impacts associated with temporary increases in ambient noise. As described in *Mitigation Measure Noi-2*, site-specific acoustical analyses would be required to demonstrate that proposed noise-sensitive land uses in the SPA satisfy the exterior and interior noise standards established by the City's Municipal Code. This measure would reduce impacts associated with the exposure of new development to excessive noise.

**Mitigation Measure Noi-1:** Construction contractors for projects within the proposed SPA shall implement the following measures to minimize short-term noise levels caused by construction activities. Measures to reduce construction/demolition noise shall be included in contractor specifications and shall include, but not be limited to, the following:

- Properly outfit and maintain construction equipment with manufacturer-recommended noise-reduction devices to minimize construction-generated noise.

- Operate all diesel equipment with closed engine doors and equip with factory recommended mufflers.
- Use electrical power to operate air compressors and similar power tools.
- Employ additional noise attenuation techniques as needed to reduce excessive noise levels so that construction noise would be in compliance with San Diego County Code Sections 36.408 and 36.409. Such techniques shall include, but not be limited to, the construction of temporary sound barriers or sound blankets between construction sites and nearby noise-sensitive receptors.
- Notify adjacent noise-sensitive receptors in writing within two weeks of any construction activity such as jackhammering, concrete sawing, asphalt removal, pile driving, and large-scale grading operations that would occur within 100 feet of the property line of the nearest noise-sensitive receptor. The extent and duration of the construction activity will be included in the notification.

**Mitigation Measure No1-2:** Future residential development, libraries, and other noise sensitive land uses proposed within the 65 dBA CNEL noise contour of the SPA would require a site-specific acoustical analysis conducted by an acoustical engineer. The acoustical analysis shall demonstrate that the proposed project satisfies the exterior and interior noise standards established by the City's Municipal Code. If the development includes a mix of uses, or is adjacent to a noise sensitive land use, then the noise level limit of the more restrictive zoning category shall be used.

**Level of Significance After Mitigation:** Less than significant.

**Potential Impact 2: Direct Impacts Associated with Groundborne Vibration**

Potential vibration-sensitive uses in the proposed SPA may include machinery in manufacturing and processing uses, or medical laboratory equipment. According to Caltrans, major construction activity within 200 feet and pile driving within 600 feet may be potentially disruptive to sensitive operations. General construction activity in the proposed SPA surrounding vibration-sensitive uses would have the potential to result in a significant impact. Additionally, the SPRINTER railroad is a source of groundborne vibration. The DVSP Update has the potential to locate new vibration-sensitive land uses within the screening distance of the SPRINTER railroad defined by the Federal Transit Administration (FTA) for vibration impacts from railroads. A potentially significant impact would occur (PEIR Section 4.10.5.2).

**Facts in Support of Finding:** Implementation of the FTA and Federal Railroad Administration (FRA) guidelines, as described in **Mitigation Measure No1-3**, would reduce impacts associated with groundborne vibration from construction activity and the SPRINTER railroad.

**Mitigation Measure No1-3:** Implement the FTA and FRA guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains, construction equipment, and other sources. Specifically, Category 1 uses (vibration-sensitive equipment) within 600 feet, Category 2 uses (residences and buildings where people normally sleep) within 200 feet, and Category 3 uses (institutional land uses) within 120 feet of the railroad right-of-way or other major sources of groundborne vibration shall require a site-specific groundborne vibration analysis conducted by a qualified groundborne vibration specialist in accordance with FTA and FRA guidelines. Vibration control measures deemed appropriate by the site-specific groundborne vibration analysis shall be implemented by the project applicant.

**Level of Significance After Mitigation:** Less than significant.

## G. PUBLIC SERVICES

### **Potential Impact 1: Direct and Cumulative Police Protection Impacts**

Law enforcement resources for the SPA are currently below the desired level, affecting the ability of the San Diego County Sheriff's Department (SDCSD) to provide adequate services. Implementation of the DVSP Update would impact negatively on service delivery to the SPA and would also diminish service to the rest of the city. Therefore, additional resources must be added to maintain service levels. Approximately one sworn officer must be added for every 1,000 new residents in order to maintain adequate service levels. Build-out of the DVSP Update would accommodate population growth of 4,191 people in the SPA. Therefore, approximately five new sworn officers would be required to provide the SPA with adequate police protection at build-out of the DVSP Update. The increase in demand for police services would have the potential to require new police facilities or substantial alterations to existing police facilities to accommodate the new officers. A potentially significant impact would occur (PEIR, Section 4.12.5.1).

**Facts in Support of Finding:** Impacts associated with the provision of inadequate police services would be reduced by requiring all future project applicants to contribute their fair share to the SDCSD so that adequate facilities and resources are available to add up to five new sworn officers to the SDCSD police force, as described in *Mitigation Measures Pub-1*.

**Mitigation Measure Pub-1:** Prior to issuance of a Certificate of Occupancy for any future project under the DVSP Update, the project applicant shall contribute its fair share to the SDCSD to provide adequate facilities and capital to add up to five new sworn officers to the SDCSD to adequately serve the SPA. The project applicant shall consult with the SDCSD to determine to appropriate mitigation fee or other specific measure required.

**Level of Significance After Mitigation:** Less than significant.

### **Potential Impact 2: Direct and Cumulative Impacts to Public Schools**

The residential development accommodated by the DVSP Update would generate approximately 1,905 new students in the Vista Unified School District (VUSD). According to the VUSD, most schools that would serve the SPA have adequate capacity to accommodate growth under the DVSP Update; however, the District's high school facilities currently exceed attendance capacities. The DVSP Update would have the potential to result in the need for new or physically altered school facilities in order to maintain adequate public school services. A potentially significant impact would occur (PEIR, Section 4.12.5.3).

**Facts in Support of Finding:** Impacts to public schools would be reduced by requiring all future projects in the SPA to pay statutory fees for the provision of public school services, as described in *Mitigation Measures Pub-2*.

**Mitigation Measure Pub-2:** All future projects under the DVSP Update would be required to pay statutory fees for public school services. As of September 2009, fees were \$2.97 per square foot for residential development, and \$0.47 per square for non-residential development. Project applicants shall contact the VUSD to determine the current and appropriate statutory fee for each future project proposed in the SPA.

**Level of Significance After Mitigation:** Less than significant.

## H. RECREATIONAL RESOURCES

### **Potential Impact: Direct Impacts Associated with Construction of New Recreational Facilities**

Implementation of the DVSP Update would accommodate the construction of new recreational facilities, including parkland and activity areas, in every planning area within the SPA. The construction of new recreational facilities within the SPA would have the potential to result in physical environmental impacts, such as those associated with air quality, biological resources, archaeological resources, hazards, hydrology, noise, and traffic. The potential environmental impacts were analyzed in Sections 4.1 through 4.15 of the PEIR. As discussed in the various sections of the PEIR, impacts to air quality, biological resources, archaeological resources, hazards, hydrology, noise, and traffic would be potentially significant (PEIR, Section 4.13.5.2).

**Facts In Support of Finding:** Environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, noise and traffic occurring from construction of new recreational facilities under the DVSP Update would be mitigated through applicable measures provided in the Sections 4.1 through 4.15 of the PEIR. Due to the nature of recreational facilities as passive and active activity areas, they are not anticipated to result in significant and potentially unavoidable impacts from operational air quality emissions or impacts to sensitive historic resources. However, new recreational facilities could generate new traffic trips from people driving to and from the recreational activity areas, which would have the potential to result in significant and unavoidable traffic impacts. With implementation of the mitigation measures identified in the PEIR, potential physical effects on the environment from the development of recreational facilities under the DVSP Update would be reduced to a less than significant level, with the exception of operational traffic impacts. These impacts are discussed below under Section V of these Findings.

**Level of Significance After Mitigation:** Less than significant, except for operational traffic impacts discussed below under Section V of these Findings.

## I. TRAFFIC

### **Potential Impact: Direct Impact to Emergency Access**

Implementation of the DVSP Update public improvements plan, as well as future development projects occurring under the Plan, would require temporary lane or roadway closures during construction. Lane and roadway closures would have the potential to limit emergency access to the development site or existing development adjacent to the lane or roadway closure. Therefore, implementation of the DVSP Update would have the potential to result in inadequate emergency access, and a potentially significant impact would occur (PEIR, Section 4.14.5.3).

**Facts In Support of Finding:** Implementation of mitigation measure *Haz-3*, discussed above, would reduce potentially significant impacts associated with emergency access during construction to a less than significant level by providing emergency service agencies with adequate time to prepare new routes, and providing alternative routes for vehicular and pedestrian traffic.

**Level of Significance After Mitigation:** Less than significant.

## J. UTILITIES

### **Potential Impact 1: Direct and Cumulative Impacts to Water Infrastructure**

Implementation of the DVSP Update would require improvements to existing water infrastructure as identified in the proposed Water Infrastructure Improvements Plan to serve future development in the SPA. The proposed water infrastructure utility improvements would constitute future construction



projects in the SPA and would result in physical environmental impacts. The potential physical environmental impacts resulting from future growth accommodated by implementation of the DVSP Update, including construction of the water infrastructure improvements, were analyzed in the various sections of the PEIR. As discussed in these sections of the PEIR, potentially significant environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, and noise, would occur from the construction of these projects (PEIR, Section 4.15.5.1).

**Facts In Support of Finding:** Environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, and noise occurring from construction of water infrastructure utility improvements under the DVSP Update would be mitigated through applicable measures provided in Sections 4.1 through 4.15 of the PEIR. Due to the nature of water infrastructure improvement projects as underground utility pipelines, they are not anticipated to result in significant and potentially unavoidable impacts from operational air quality emissions, impacts to historic resources or operational traffic impacts. Therefore, potential physical effects on the environment from the construction of water infrastructure utility projects associated with implementation of the DVSP Update would be reduced to a less than significant level with implementation of applicable mitigation measures identified in the PEIR.

**Level of Significance After Mitigation:** Less than significant.

**Potential Impact 2: Direct and Cumulative Impacts to Wastewater Infrastructure**

Implementation of the DVSP Update would require improvements to existing wastewater utility infrastructure identified in the proposed Sewer Infrastructure Improvements Plan to serve the build-out of the SPA. The proposed sewer utility infrastructure improvements would constitute future construction projects in the SPA and would result in physical environmental impacts. The potential physical environmental impacts resulting from future growth accommodated by implementation of the DVSP Update, including construction of wastewater infrastructure improvements, were analyzed in the various sections of the PEIR. As discussed in these sections of the PEIR, potentially significant environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, and noise, would occur from the construction of these projects (PEIR, Section 4.15.5.2).

**Facts in Support of Finding:** Environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, and noise occurring from construction of wastewater infrastructure utility improvements under the DVSP Update would be mitigated through applicable measures provided in Sections 4.1 through 4.15 of the PEIR. Due to the nature of wastewater infrastructure improvement projects as underground utility pipelines, they are not anticipated to result in significant and potentially unavoidable impacts associated with operational air quality emissions, direct impacts to historic resources or operational traffic impacts. Therefore, potential physical effects on the environment from the construction of wastewater infrastructure utility projects associated with implementation of the DVSP Update would be reduced to a less than significant level with implementation of applicable mitigation measures identified in the PEIR.

**Level of Significance After Mitigation:** Less than significant.

**Potential Impact 3: Direct and Cumulative Impacts to Stormwater Facilities**

Build-out of the DVSP Update would increase impervious surfaces within the SPA by 2.12 acres, which would result in increased stormwater flows from the SPA. The DVSP Update proposes a new Santa Fe drainage basin that would collect runoff from the SPA, located along Tributary 1 of Buena Vista Creek on the southeast corner of S. Santa Fe Avenue and Monte Vista Drive. Storm drain improvements, including curb inlets and laterals, would be required to capture runoff and convey it to the proposed Santa Fe detention basin. The construction of these stormwater improvements

would have the potential to result in physical environmental impacts. The potential physical environmental impacts resulting from future growth accommodated by implementation of the DVSP Update, including construction of stormwater infrastructure improvements, were analyzed in the various sections of the PEIR. As discussed in these sections of the PEIR, potentially significant environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, and noise, would occur from the construction of these projects (PEIR, Section 4.15.5.3).

**Facts in Support of Finding:** Environmental impacts to air quality, biological resources, archaeological resources, hazards, hydrology, and noise occurring from construction of stormwater infrastructure improvements under the DVSP Update would be mitigated through applicable measures provided in Sections 4.1 through 4.15 of the PEIR. Due to the nature of these projects as flood-preventing utilities improvements necessary to convey runoff flows from the SPA, they are not anticipated to result in significant and potentially unavoidable impacts associated with operational air quality emissions, direct impacts to historic resources or operational traffic impacts. Therefore, potential physical effects on the environment from the construction of stormwater infrastructure projects associated with implementation of the DVSP Update would be reduced to a less than significant level with implementation of applicable mitigation measures identified in the PEIR.

**Level of Significance After Mitigation:** Less than significant.

## **V. FINDINGS REGARDING SIGNIFICANT IMPACTS THAT CANNOT BE MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE (CALIFORNIA PUBLIC RESOURCES CODE §21081(a)(3))**

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable." The PEIR identified impacts associated with air quality, cultural resources, land use, and traffic as significant and unavoidable environmental impacts.

### **A. AIR QUALITY**

#### **Potential Impact: Direct and Cumulative Impacts Associated with the Exceedance of the Significance Thresholds During Project Operation**

Project operational emissions of air pollutants would result from the development of new stationary and vehicular sources associated with build-out of the SPA under the DVSP Update. Stationary and vehicular sources of air emissions that would result from project implementation would result in the emission of 361 pounds/day of volatile organic compounds (VOCs), 323 pounds/day of nitrogen oxides (NO<sub>x</sub>), 2,767 pounds/day of carbon monoxide (CO), 1,296 pounds/day of respirable particulate matter (PM<sub>10</sub>), and 247 pounds/day of fine particulate matter (PM<sub>2.5</sub>). Therefore, operational emissions from full build-out of the DVSP Update would exceed the significance thresholds for maximum daily emissions for VOCs (75 pounds/day), NO<sub>x</sub> (250 pounds/day), CO (550 pounds/day), PM<sub>10</sub> (100 pounds/day), and PM<sub>2.5</sub> (55 pounds/day). This would result in a potentially significant impact.

**Facts in Support of Finding:** DVSP Update General Operating Standard C, Air Pollution, in Section 3.0 of the DVSP Update, the Area-Wide Design and Development Plan, requires sources of air pollution to comply with the rules established by the Environmental Protection Agency (EPA) and the CARB.



The standard states that no person shall operate a regulated source of air pollution without a valid operative permit issued by the designated regulatory agency. General Operating Standard D, Exhaust Emissions, from Section 3.0 of the DVSP Update, requires that business activities minimize exhaust emissions by maintaining equipment in good operating condition and in proper tune in compliance with manufacturer's specifications. In addition to the operating standards proposed in the DVSP Update, implementation of **Mitigation Measures Air-1** through **Air-7** would minimize criteria pollutant emissions from project construction and operation. With implementation of these mitigation measures, emissions of criteria pollutants would be reduced to 345 pounds/day of VOCs, 293 pounds/day of NO<sub>x</sub>, 2,587 pounds/day of CO, 1,215 pounds/day of PM<sub>10</sub>, and 232 pounds/day of PM<sub>2.5</sub>. However, even with the incorporation of all feasible mitigation measures, operational air pollutant emissions would remain in exceedance of the applicable significance thresholds (see above); therefore, emissions are significant and unavoidable. Refer to Section VI, Alternatives to the Project, for a discussion of alternatives (specifically the No Project and Reduced Project Alternatives) that would reduce operational air quality impacts as compared to the proposed DVSP Update.

**Mitigation Measure Air-1:** During grading activities for any future development in the SPA, the on-site construction superintendent shall ensure implementation of standard best management practices (BMPs) to reduce the emission of fugitive dust, including but not limited to the following actions:

- Water any exposed soil areas a minimum of twice per day, or as allowed under any imposed drought restrictions. On windy days or when fugitive dust can be observed leaving the construction site, additional water will be applied at a frequency to be determined by the on-site construction superintendent.
- Graded areas on slopes will provide temporary hydroseeding and irrigation of cleared vegetation and graded slopes as soon as possible following grading activities in areas that will remain in disturbed condition (but will not be subject to further construction activities) for a period greater than three months during the construction phase.
- Pave or periodically water all on-site access points or apply chemical stabilizer to construction sites.
- Securely cover all transported material to prevent fugitive dust.
- Operate all vehicles on the construction site at speeds less than 15 miles per hour.
- Cover all stockpiles that will not be utilized within three days with plastic or equivalent material, to be determined by the on-site construction superintendent, or spray them with a non-toxic chemical stabilizer.

**Mitigation Measure Air-2:** The following measures shall be implemented throughout construction to minimize emissions of ozone (O<sub>3</sub>) precursors (NO<sub>x</sub> and VOCs):

- Turn off all diesel-powered vehicles and gasoline-powered equipment when not in use for more than five minutes.
- Use electric or natural gas-powered construction equipment in lieu of gasoline or diesel-powered engines, where feasible.
- Require 10 percent of construction fleet to use any combination of diesel catalytic converters, diesel oxidation catalysts, diesel particulate filters, and/or CARB-certified Tier III equipment or better.
- Support and encourage ridesharing and transit incentives for the construction crew.

**Mitigation Measure Air-3:** The following measures would ensure that architectural coatings comply with SDAPCD Rule 67:

- Use pre-coated/natural colored building materials.
- Use water-based or low VOC coatings with a VOC content of 100 grams per liter or less.

- Use spray equipment with high transfer efficiency, such as the electrostatic spray gun method or apply coatings using manual tools, such as paint brushes, hand rollers, trowels, spatulas, daubers, rags, or sponges.

**Mitigation Measure Air-4:** Prior to demolition or renovation of any buildings constructed prior to 1980 or otherwise having the potential to contain asbestos-containing material (ACM), a survey shall be conducted by a licensed asbestos-abatement contractor to determine presence of ACM. The SDAPCD shall be notified at least 10 days prior to any activity which may dislodge ACM in accordance with SDAPCD Rule 361.145 and demolition or renovation of structures which may contain ACM must be handled and disposed of in accordance with SDAPCD Rules 361.140-361.156.

**Mitigation Measure Air-5:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall identify and submit building plans that identify design features to reduce operational emissions associated with vehicular traffic. Such design features may include, but not be limited to:

- Projects within one-quarter mile of a transit facility, including Sprinter stations and bus stops, shall enhance existing or construct new pedestrian and bicycle facilities to provide safe and efficient access to the transit services.
- Projects located within one-half mile of an existing/planned Class I or Class II bike lane shall include a comparable network that connects the project uses to the existing off-site facility. Project design shall include a designated bicycle route connecting all units, on-site bicycle parking facilities, off-site bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within one half mile, as feasible.
- Nonresidential projects shall provide "end-of-trip" facilities including showers, lockers, and changing space. At a minimum, project will provide four clothes lockers and one shower provided for every 80 employee parking spaces, including separate facilities for each gender for projects with 160 or more employee parking spaces.
- Bicycle racks that are accessible from the street and the pedestrian routes. At a minimum, one bike rack space shall be provided per 20 vehicle parking spaces.
- Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.
- Other transportation demand features for commercial uses may include parking fees employee telecommuting programs, flexible employee work schedules, carpool/vanpool programs, car-sharing services, preferential carpool/vanpool parking, and information on transportation alternatives provided to employees.

**Mitigation Measure Air-6:** Prior to the issuance of building permits, the applicant shall demonstrate that the project shall exceed the requirements of Title 24 of the California Energy Efficiency Standards for Residential and Non-residential Buildings. These requirements, along with the following measures, shall be incorporated into future development projects to reduce indirect emissions from energy use in the SPA, including O<sub>3</sub> precursors:

- Use of low-NO<sub>x</sub> emission water heaters
- Installation of energy efficient and automated air conditioners where applicable
- Energy efficient parking area lights
- Exterior windows shall be double-paned

**Mitigation Measure Air-7:** An Air Quality Impact Assessment (AQIA) shall be prepared for projects within the DVSP Update planning area for projects that exceed one of the following screening criteria:

- Single family residential: 300 dwelling units (DU)
- Apartments (6-20 DU/acre): 370 DU
- Apartments (greater than 20 DU/acre): 420 DU
- Condominiums: 370 DU
- Supermarket: 25,000 SF
- Restaurant, fast food: 6,500 SF
- Restaurant, sit down: 43,000 SF
- Hotel/Motel: 480 rooms
- Standard commercial office: 190,000 SF
- Neighborhood shopping center: 35,000 SF

For projects that include mixed uses, the AQIA trigger threshold would be determined by converting the various uses to equivalent single-family units using the conversion factors found within Table 5 of the San Diego County Report Format and Content Requirements, Air Quality (San Diego County 2007).

**Level of Significance After Mitigation:** Significant and unavoidable.

## **B. CULTURAL RESOURCES**

### **Potential Impact: Direct and Cumulative Impacts to Historical Resources**

The SPA contains over 80 buildings constructed prior to 1960 that may be eligible for listing in the National Register of Historic Places (NRHP), CRHR, and/or the City of Vista Historical Resources Register. Further research, analysis and documentation of the potentially eligible properties would be required at the project-specific level to fully evaluate their eligibility to the NRHP, CRHR and the City Historical Resources Register. It is also possible that some buildings were missed during the City's building survey conducted in 1987 which are potentially eligible for listing. Three buildings have been evaluated in the PEIR for eligibility to the CRHR and the City's Historical Resources Register. The American Legion Building located at 321 S. Santa Fe Avenue is recommended eligible for listing in the CRHR under Criterion 1 for its association with the American Legion in San Diego County, as well Criterion 3 for its distinctive architecture. The Bungalow Court located at 614 S. Santa Fe Avenue is also recommended eligible the CRHR under Criterion 3 for architecture. The Rancho Vista Hotel located at 529-537 S. Santa Fe Avenue was evaluated and recommended not eligible to the CRHR or the City of Vista Historical Resources Register. Additionally, a four-block area in downtown Vista has been identified as a potential historic district. Buildings within the area, including Main Street (100-400 block), Broadway (100-400 block), and the contiguous blocks on Citrus Avenue, Michigan Avenue, Indiana Avenue, and Hanes Place, may be either individually eligible properties or may be eligible as contributing properties to the historic district. The DVSP Update would guide the redevelopment and/or renovation of properties within the SPA, which would potentially result in the demolition, destruction, relocation, or alteration of a historical building such that the significance of an historical resource would be impaired. Future development projects that propose the removal or demolition of existing structures would have the potential to impact historical resources. Future development projects that propose the renovation of existing structures would have the potential to remove architectural features of a building that contribute to the historical significance of the building. Therefore, implementation of the DVSP Update would have the potential to result in a substantial adverse change in the significance of a historical resource (PEIR, Section 4.5.5.3).

**Facts In Support of Finding:** Implementation of *Mitigation Measures Cul-3* through *Cul-6* would reduce impacts to historical resources to the extent feasible through evaluation of the resource for eligibility to the NRHP, CRHR, and City's Historic Register. However, implementation of these mitigation measures cannot guarantee that all potential impacts to historic resources would be reduced to a level of less than significant. Relocation and demolition of buildings eligible for listing on the NRHP, CRHR, and the City of Vista Historical Resources Register, as described in *Mitigation Measure Cul-6*, would likely be required to accommodate future development allowed under the DVSP Update. Relocation and demolition may result in the loss of a historic resource or a substantial adverse change to a historic resource. For example, relocation may preserve a building, yet it can sever the building's historic relationship with a site. Additionally, relocation can result in damage to a building, even when precautions are required to be taken. Demolition of historic buildings would result in the loss of the historic resource itself. Therefore, impacts would remain significant and unavoidable, even with implementation of all feasible mitigation measures. Refer to Section VI, Alternatives to the Project, for a discussion of alternatives (specifically the Reduced Project Alternative) that would reduce historic resources impacts as compared to the proposed DVSP Update.

***Mitigation Measure Cul-3:*** Prior to issuance of a grading permit, any site in the SPA that includes a building that is recommended eligible for listing in the CRHR, located in the Character Overlay District or has been assigned a status code of 5S3 or 5D3, the project applicant shall hire a qualified archaeologist/historian to evaluate all potentially eligible buildings for eligibility to the NRHP, CRHR and City of Vista Historical Resources Register. The evaluation shall consist of additional research and more detailed documentation of buildings, as necessary to evaluate eligibility for listing in the NRHP, CRHR and/or the City of Vista Historical Resources Register.

***Mitigation Measure Cul-4:*** Prior to issuance of a grading permit for any future project located in the Character Overlay District on a site assigned a status code of 5D3, the City and/or project applicant shall hire a qualified archaeologist/historian to complete an evaluation of the proposed Downtown Vista Historic Commercial District for eligibility to the NRHP, CRHR and/or City of Vista Historical Resources Register. Evaluation of the historic district shall include evaluations of the individual buildings on the SPA for eligibility, and evaluation of the overall district.

***Mitigation Measure Cul-5:*** If the Character Overlay District is determined to be eligible to the NRHP, CRHR and/or City of Vista Historical Resources Register, any future project located in the Character Overlay District and assigned a status code of 5S3 or 5D3 shall be evaluated by a qualified archaeologist/historian to determine its eligibility to the historic district. If determined to be eligible to the district, the project shall conform to the applicable building and architectural guidelines of the district.

***Mitigation Measure Cul-6:*** For any future development project under the DVSP Update that would result in a substantial adverse change to a building eligible for listing on the NRHP, CRHR and City of Vista Historical Resources Register, impacts to the historic building(s) shall be determined during the environmental review process, and appropriate mitigation shall be implemented. Preservation in place shall be the preferred treatment for all properties that are evaluated and found eligible to the NRHP, CRHR, or the City's Historical Resources Register. Mitigation measures for the treatment of any buildings determined to be eligible properties shall be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (37 CFR 68) for undertaking Preservation, Rehabilitation, Restoration, and Reconstruction of Historic Buildings. If preservation is not possible, the following



guidelines for relocation and demolition from the Secretary of the Interior's Guidelines for the Treatment of Historic Properties shall be implemented. The Secretary of the Interior's Standards for the Treatment of Historic Properties (37 CFR 68) provide a consistent framework for undertaking Preservation, Rehabilitation, Restoration, and Reconstruction of Historic Buildings.

***Relocation of Historic Buildings.*** Relocation preserves a building, yet severs its historic relationship with a site. Relocation of a building shall only be implemented when the only other alternative is demolition. When relocation is unavoidable, the following precautions shall be taken to protect important structural and architectural features and to ensure compatibility of the historic building in a new context:

- Detailed documentation through the preparation of a Historic American Building Survey (HABS) shall be conducted prior to relocation as partial mitigation of impacts to the building's integrity of setting and location. Detailed photo documentation of the interior, exterior, landscaping and setting of the building is recommended. The original design drawings should be located, if possible. If design drawings do not exist, a Level I HABS, including the preparation of architectural drawings, is recommended. Guidelines for the preparation of a HABS documentation are provided in the requirements for demolition below.
- If feasible, the building or structure shall be relocated to a lot within its original neighborhood.
- If feasible, the building shall be relocated to a lot similar in size and topography to the original.
- The building or structure to be relocated shall be similar in age, style, massing, and size to the existing historic structures in the area in which it will be relocated.
- The building or structure to be relocated shall be placed on its new lot in the same orientation and with the same setbacks to the street as its placement on its original lot.
- A relocation plan shall be prepared prior to relocation to ensure that the least destructive method of relocation shall be used.
- Alterations or additions to the historic building or structure proposed to further the relocation process shall be evaluated in accordance with Secretary of the Interior's Standards.
- The appearance, including materials and height, of the new foundations for the relocated historic structure shall match those original to the building or structure as closely as possible, taking into account applicable codes.
- Licensed professional building movers shall be used to relocate a historic building.
- Whenever possible, buildings shall be moved in one piece. If problematic structural or relocation route conditions preclude moving a building as a single unit, then partial disassembly into large sections is acceptable. Total disassembly of building components shall be avoided except under extreme situations.
- Buildings or their components shall be protected from damage during the moving process by adding bracing, or strapping, or by temporarily infilling door and window openings for structural rigidity.

***Demolition of Historic Buildings.*** Demolition shall only be considered after all other possible mitigation, such as rehabilitation, and relocation, have been determined to be infeasible. The negative effects of historic building removal may be reduced by carefully documenting the appearance of a building and its site and by salvaging historic materials for reuse. Documentation shall be conducted prior to demolition and shall include the preparation of Level I HABS. This document shall include:



- Drawings: a full set of measured drawings depicting existing or historic conditions.
- Photographs: photographs with large-format negatives of exterior and interior views; photocopies with large-format negatives of select existing drawings or historic views where available.
- Written data: History and description.

Important features and materials of a building and its site shall be salvaged to the extent feasible prior to demolition. These can be recycled for use in similar buildings undergoing repairs or rehabilitation. Suitable items may include:

- Hardware, light fixtures
- Columns, baseboards, cornices, and other decorative trim
- Paneling and other decorative wall or ceiling finishes
- Mantels, staircases, siding, trim, windows and doors
- Heavy timbers, logs, flooring, and other structural elements
- Tile, stone, and other masonry elements

Although the implementation of these measures would lessen the severity of impacts associated with relocation and demolition of historical resources, in many instances these impacts would remain potentially significant.

**Level of Significance After Mitigation:** Significant and unavoidable.

#### C. LAND USE

**Potential Impact:** Direct and Cumulative Impacts Associated with a Conflict with the City of Vista General Plan

Implementation of the DVSP Update would be consistent with all General Plan goals and policies, with the exception of the policies relating to traffic. Implementation of the DVSP Update would not be consistent with Goal 1, Policy 1.2, or Policy 1.7 of the Circulation Element and Criterion E of the Community Facilities Element because implementation of the DVSP Update would result in the following intersections operating at a LOS of E or F (PEIR, Section 4.9.5.1):

- S. Santa Fe Avenue/Main Street (LOS F, AM and PM Peak Hours)
- S. Santa Fe Avenue/E. Broadway (LOS F, AM and PM Peak Hours)
- S. Santa Fe Avenue/Guajome Street (LOS F, AM and PM Peak Hours)
- Pala Vista Drive/S. Santa Fe Avenue (LOS F, AM and PM Peak Hours)
- Vale Terrace/Vista Way (LOS E, AM and PM Peak Hours)
- Escondido Avenue/Postal Way (LOS E, PM Peak Hour)
- Melrose Drive/Olive Avenue (LOS E, PM Peak Hour)
- Escondido Avenue/S. Santa Fe Avenue (LOS F, PM Peak Hour)
- Escondido Avenue/Eucalyptus Avenue (LOS F, PM Peak Hour)

**Facts in Support of Finding:** As discussed below, implementation of *Mitigation Measures Tra-1 through Tra-10* would minimize impacts associated with increases in operational traffic to the extent feasible; however, two intersections would continue to operate at a LOS below D: Santa Fe Avenue/E. Broadway and Santa Fe Avenue/Guajome Street. Therefore, impacts would remain significant and unavoidable to these two intersections. Refer to Section VI, Alternatives to the Project, for a discussion of the No Project, Reduce Project, and Expanded Street Configuration Alternatives, which would reduce land use impacts compared to the proposed DVSP Update.

**Level of Significance After Mitigation:** Significant and unavoidable.

#### D. TRAFFIC

**Potential Impact:** Direct and Cumulative Impacts Associated with the Exceedance of LOS Standards  
Build-out of the DVSP Update would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system because it would result in a substantial increase in vehicle trips that would exceed the LOS standards established for roadways and intersections. Implementation of the DVSP Update would result in potentially significant impacts to the following intersections:

- S. Santa Fe Avenue/Main Street (LOS F, AM and PM Peak Hours)
- S. Santa Fe Avenue/E. Broadway (LOS F, AM and PM Peak Hours)
- S. Santa Fe Avenue/Guajome Street (LOS F, AM and PM Peak Hours)
- Pala Vista Drive/S. Santa Fe Avenue (LOS F, AM and PM Peak Hours)
- Vale Terrace/Vista Way (LOS E, AM and PM Peak Hours)
- Escondido Avenue/Postal Way (LOS E, PM Peak Hour)
- Melrose Drive/Olive Avenue (LOS E, PM Peak Hour)
- Escondido Avenue/S. Santa Fe Avenue (LOS F, PM Peak Hour)
- Escondido Avenue/Eucalyptus Avenue (LOS F, PM Peak Hour) (PEIR, Section 4.14.5.1)

Additionally, the eastbound SR-78 segment from Vista Village Drive to Escondido Avenue would operate at LOS F in the PM Peak Hour with implementation of the DVSP Update. Therefore, implementation of the DVSP Update would result in a significant impact to this freeway segment.

**Facts In Support of Finding:** Implementation of measures *Tra-1* through *Tra-3* and *Tra-5* through *Tra-9* would reduce the identified significant impacts to SPA intersections to the extent feasible. *Tra-4* would reduce impacts to the S. Santa Fe Avenue/Guajome Street intersection to a less than significant level; however, this mitigation measure is infeasible due to the constraints associated with the roadway width. S. Santa Fe Avenue would be reduced to two lanes on this segment with implementation of the proposed project; therefore, an additional left turn lane from Guajome Street onto S. Santa Fe Avenue could not be accommodated. Widening S. Santa Fe Avenue along this segment would conflict with Project Objective 8 for the proposed project because it would not provide improved pedestrian facilities within the SPA. Therefore, mitigation measure *Tra-4* would not be implemented. With implementation of mitigation measures *Tra-1* through *Tra-3* and *Tra-5* through *Tra-9*, impacts to impacted SPA intersections would be reduced to less than significant levels, with the exception of the Santa Fe Avenue/E. Broadway intersection in the PM peak hour and the Santa Fe Avenue/Guajome Street intersection in the AM and PM peak hours. Therefore, impacts to these two intersections would remain significant and unavoidable.

Implementation of mitigation measure *Tra-10* would reduce the identified significant impact to the eastbound SR-78 segment from Vista Village Drive to Escondido Avenue to a less than significant level. However, since the improvements to SR-78 are proposed within the jurisdiction of another public agency (Caltrans), the City cannot guarantee their implementation. Therefore, the impact would remain significant and unavoidable. Refer to Section VI, Alternatives to the Project, for a discussion of the No Project Alternative, Reduced Project Alternative, and Expanded Street Configuration Alternative, which would reduce traffic impacts compared to the proposed DVSP Update.

**Mitigation Measure *Tra-1*:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening Melrose Drive at the Olive Avenue intersection to include an additional left-turn lane for south southbound traffic onto Olive Avenue, and right turn lanes in both directions onto Olive Avenue.

**Mitigation Measure Tra-2:** S. Santa Fe Avenue will not be reduced to two lanes between Vista Village Drive and Main Street. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share towards restriping S. Santa Fe Avenue just southeast of Main Street to transition S. Santa Fe Avenue to two lanes in the southern direction, and to four lanes in the northern direction.

**Mitigation Measure Tra-3:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward restriping E. Broadway at the S. Santa Fe intersection to a right turn only lane at the intersection in order to restrict westbound left-turn movements from E. Broadway onto S. Santa Fe Avenue. Additionally, the project applicant shall pay its fair share toward restriping on S. Santa Fe Avenue that would allow for a left turn lane for southbound traffic on S. Santa Fe Avenue onto E. Broadway.

**Mitigation Measure Tra-4:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening and restriping westbound Guajome Street at the S. Santa Fe Avenue intersection to allow for an additional left-hand turn lane onto S. Santa Fe Avenue. This measure is considered to be infeasible due to the constraints associated with the roadway width.

**Mitigation Measure Tra-5:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward signaling the Pala Vista Drive/Santa Fe Avenue intersection with a four-way traffic signal.

**Mitigation Measure Tra-6:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening the Escondido Avenue and S. Santa Fe intersection. S. Santa Fe Avenue would be widened to provide an additional left turn lane in each direction. Escondido Avenue would be widened to include an additional through lane and right turn lane for northbound traffic.

**Mitigation Measure Tra-7:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward widening southbound Vale Terrace at the E. Vista Way intersection to include a separate right-turn lane onto E. Vista Way.

**Mitigation Measure Tra-8:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward restriping Escondido Avenue at the Eucalyptus Avenue intersection to include three through lanes for northbound traffic. The project applicant shall also pay its fair share to widen Eucalyptus Avenue at this intersection to include a right-turn lane for eastbound traffic onto Eucalyptus Avenue.

**Mitigation Measure Tra-9:** Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay its fair share toward improving Escondido Avenue at the Postal Way intersection to include a separate right turn lane for northbound traffic onto Postal Way.

**Mitigation Measure Tra-10:** A subregional corridor study of SR-78 shall be conducted by SANDAG and Caltrans in conformance with Caltrans procedures and standards in order to assess the ultimate SR-78 corridor needs to serve the build-out of the North County jurisdictions, including the City of Vista. The corridor study shall identify necessary improvements to SR-78 in order to support the future build-out, including the DVSP Update. Prior to issuance of a building permit for any future project under the DVSP Update, the project applicant shall pay

its fair share toward necessary improvements to the SR-78 corridor, as determined in the SANDAG/Caltrans SR-78 corridor study, which may include auxiliary lanes, ramp improvements, interchange improvements, or adding an HOV lane to the eastbound side of SR-78, as deemed appropriate by the City.

Level of Significance After Mitigation: Significant and unavoidable.

## VI. ALTERNATIVES TO THE PROJECT

CEQA requires that a PEIR describe a range of reasonable alternatives to the project, or to the location of the project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen the project's significant impacts, and that it evaluate the comparative merits of the alternatives. Based on the State CEQA Guidelines, three project alternatives to avoid or reduce significant project impacts were identified and addressed in the PEIR: the No Project Alternative, the Reduced Project Alternative, and the Expanded Street Configuration Alternative.

In considering and rejecting certain alternatives, the project objectives must be weighed against the ability of the various alternatives to meet them. As stated above in Section II, the project objectives that were identified in the PEIR and considered in these Findings are:

1. Develop four distinct planning areas within the SPA, each of which provides specific types of development opportunities based on community need, existing uses, and location within the SPA. The planning areas will include a gateway mixed use district, civic and entertainment district, mercantile and retail district and larger scale retail district.
2. Identify design and development guidelines for each of the four planning areas and the entire SPA that address the following: permitted uses, prohibited uses, operating standards, fences and walls, landscaping, parking and loading, lighting, signs, standards for specific land uses, lighting and security, building design, architectural design, and circulation and access.
3. Provide new mixed-use commercial and residential development opportunities in the SPA, including up to 1,270 new dwelling units and 1.8 million square feet (SF) of commercial retail and office uses.
4. Identify landscape design guidelines for the SPA to improve the aesthetic environment of the downtown area and create a cohesive community design plan.
5. Improve traffic circulation within the SPA, including improvements to the following intersections: Olive Avenue and N. Melrose Drive; S. Santa Fe Avenue and E. Broadway; S. Santa Fe Avenue and Pala Vista Drive; S. Santa Fe Avenue and Guajome Street; S. Santa Fe Avenue and Escondido Avenue; Vale Terrace and E. Vista Way; and Escondido Avenue and Eucalyptus Avenue.
6. Provide water, sewer and storm drain infrastructure improvements in the SPA to serve the proposed commercial and residential uses.
7. Preserve the historic downtown area of Vista by creating a Character Overlay Zone and requiring architectural design styles and construction methods and materials that are compatible with the surrounding area.
8. Increase the use of alternative transportation within the SPA by providing improved pedestrian, bicycle and transit facilities and corridors that are easily accessible to the public.
9. Provide residential housing for a variety of income levels and housing needs by offering various housing types including live/work units, single-family dwellings, multiple-family dwellings, and senior housing developments.



10. Increase public safety by clearly delineating pedestrian circulation through landscaping, walkways, and decorative hardscape as well as creating pedestrian pathways between parking areas and businesses.
11. Promote sustainable development principles by encouraging high-density commercial development near the core of the district, connected to residential development with pedestrian corridors.
12. Create an 18-hour activity area at the core of the SPA, featuring a variety of residential development and large anchor retail with increased building heights and building density.

#### **A. Alternative 1: No Project**

##### **1. Description**

CEQA requires the No Project Alternative to be addressed in a PEIR. Under the No Project Alternative, it is assumed that the DVSP Update would not be adopted and the existing SP #26 would be the applicable planning document for the downtown area. The Vista General Plan would remain the applicable planning document for areas outside of the existing SP #26 boundary included in the proposed SPA. Development and redevelopment would continue to occur in the proposed SPA boundary under SP #26 and the City General Plan; however, the DVSP Update would allow higher intensity development in the SPA as compared to this alternative by accommodating greater mixed use commercial and residential development. Additionally, the No Project Alternative would not adopt the design and development guidelines identified in the DVSP Update and would not construct the proposed public services and roadway improvements discussed therein (PEIR, Section 6.3.1).

##### **2. Attainment of Project Objectives**

The No Project Alternative would meet only one of the 12 project objectives identified for the DVSP Update, and would partially fulfill two other objectives. This alternative would meet Objective 4 because landscape design guidelines exist for the SPA. This alternative would partially meet Objective 3 because it would accommodate new commercial and residential development opportunities, but not to the extent of the DVSP Update. This alternative would partially meet Objective 9 because it would accommodate multi-family residential and mixed-use residential development, but would not accommodate live/work units or senior housing development. The No Project Alternative would not meet Objective 1 because it would not develop four distinct planning areas; Objective 2 because it would not identify design and development guidelines for four distinct planning areas; Objective 5 because it would not implement the proposed circulation improvements; Objective 6 because it would not implement the proposed water, sewer and storm drain infrastructure improvements; Objective 7 because it would not create a Character Overlay Zone to preserve the historic downtown area; Objective 8 because it would not improve pedestrian, bicycle and transit facilities and corridors; Objective 10 because it would not implement design and development guidelines to increase public safety by clearly delineating pedestrian circulation; Objective 11 because it would not implement the sustainable development principles; or Objective 12 because it would not create an 18-hour activity area at the core of the SPA.

##### **3. Impacts**

**Aesthetics:** Impacts to scenic vistas would be less than significant, similar to the DVSP Update, because the No Project Alternative would not result in significant impacts to any designated scenic vistas within the SPA. The No Project Alternative would not implement the design and development guidelines that would enhance the visual character and quality of the downtown area; therefore, the No Project Alternative would result in increased impacts to visual character and quality compared to



the proposed project. Less than significant impacts associated with lighting and glare would be slightly reduced under the No Project Alternative because the intensity of development and redevelopment under the No Project Alternative would be less than under the DVSP Update.

**Air Quality:** The No Project Alternative would be consistent with the applicable air quality plan because build-out of SP #26 was included in the population assumptions made by the San Diego Association of Governments (SANDAG) and utilized in the air quality plan. Implementation of the No Project Alternative would not accommodate land uses typically associated with the production of objectionable odors. Therefore, the No Project Alternative would result in less than significant impacts to these issues. Overall, construction and operational emissions would be reduced under this alternative because less development would occur; however, vehicular emissions may be the same because this alternative does not promote transit-oriented development. However, impacts would still be anticipated to be significant under this alternative and require mitigation measures. The No Project Alternative would accommodate residential and commercial development with the potential to expose sensitive receptors to TACs from nearby gas stations or dry cleaners. The mitigation proposed for the DVSP Update would also reduce impacts associated with this alternative to below a significant level.

**Biological Resources:** Future development under the No Project Alternative would have the potential to directly impact sensitive Diego coastal sage scrub and exotic riparian woodland habitats located within the plan boundary and the sensitive species supported by these habitats, including migratory species. Additionally, future development adjacent to Buena Vista Creek or its tributaries would have the potential to result in a significant impact to a jurisdictional waterway, similar to the proposed project. The mitigation identified in PEIR would also be required to reduce impacts to a less than significant level under the No Project Alternative. Implementation of the No Project Alternative would not conflict with existing regulations or the North County MHCP or Natural Community Conservation Plan (NCCP), because the project area is not identified for conservation as a Biological Core Resource Area (BCRA) or Focused Planning Area (FPA) in the North County MSCP and future development would be required to conform to the NCCP Guidelines.

**Climate Change:** The No Project Alternative would support a less intensive build-out of uses in the SPA area compared to the DVSP Update; however, development under the No Project Alternative would be business-as-usual (BAU). Therefore, compared to the DVSP Update, the No Project Alternative would result in greater greenhouse gas (GHG) emissions from vehicular sources, energy consumption, water use, solid waste disposal, and construction activities. This impact would be significant and mitigation would be required.

**Cultural Resources:** The No Project Alternative would involve demolition/remodeling of potentially significant historical resources in the SPA and would have the potential to impact significant archaeological resources in currently undeveloped areas during ground disturbing construction activities. Therefore, implementation of the No Project Alternative would result in a potentially significant impact and the mitigation measures identified in the PEIR would be required. The discovery of human remains would comply with applicable State law and, therefore, be less than significant. Impacts to paleontological resources would be less than significant because the underlying soils have low potential to contain paleontological resources.

**Geology and Soils:** The No Project Alternative would result in similar less than significant impacts as the DVSP Update for geologic hazards, unstable soils, and expansive soils because compliance with IBC and CBC standards and implementation of site-specific geotechnical investigation recommendations required under the Grading and Erosion Control Ordinance would ensure that impacts would be less than significant. Implementation of BMPs required by the City's Stormwater Standards Manual would ensure that impacts associated with soil erosion are less than significant.

**Hazards and Hazardous Materials:** The No Project Alternative would result in potentially significant impacts with regard to: 1) hazards to the public, environment, and nearby schools through the routine use, transport, and disposal of hazardous materials; and 2) impairment of emergency response and evacuation plans from construction-related road closures or detours; however, these impacts would be reduced to less than significant levels via compliance with applicable regulations; and submission of building plans to the VFD for review and approval. The No Project Alternative would have the potential to result in significant impacts to persons or the environment as a result of previous land uses that used or generated hazardous materials or wastes. The mitigation measures proposed in the PEIR would be required to reduce impacts associated with this alternative to a less than significant level.

**Hydrology and Water Quality:** Required compliance with the City's Stormwater Ordinance and Groundwater Ordinance, including preparation of an erosion control plan and implementation of minimum BMP requirements, would ensure that construction required for future development under SP #26 would not result in a significant impact to individual project site hydrology. However, impacts associated with flooding would be increased under the No Project Alternative because the drainage improvements proposed in the DVSP Update, including the new Santa Fe Avenue drainage basin along Tributary 1, would not be implemented. The downtown area would remain within the 100-year flood area under this alternative. Impacts would be significant and mitigation would be required. Implementation of BMPs according to the City's Stormwater Standards Manual, and compliance with the Standard Urban Stormwater Mitigation Plan (SUSMP) through the Stormwater Ordinance, the City's Grading Ordinance, and required National Pollution Discharge Elimination System (NPDES) permits would reduce water quality impacts of the No Project Alternative from sediment-laden runoff during construction and operational pollutants post-construction to a less than significant level.

**Land Use:** The No Project Alternative would not result in an impact with regard to conflicts with neighboring land uses or the physical division of an established community because similar types of activities and uses would occur in the downtown area under both scenarios. Additionally, the No Project Alternative would be consistent with all applicable adopted land use plans, policies and regulations except Goal 1, Policy 1.2, and Policy 1.7 of the General Plan Circulation Element and Criterion E of the Community Facilities Element because several intersections currently operate at a LOS E or LOS F, or would operate at a LOS E or LOS F in 2030 without implementation of the DVSP Update, as identified below in the Traffic discussion. Therefore, the No Project Alternative would result in a significant impact related to consistency with the General Plan. Mitigation measures would be required.

**Noise:** The No Project Alternative would result in permanent increases in ambient noise levels from operation of new development and redevelopment and temporary noise impacts and groundborne vibration impacts from construction. Impacts would be potentially significant and the mitigation measures proposed in the PEIR would be required to reduce them to a less than significant level. Less than significant impacts to traffic noise would be reduced under this alternative because vehicle trips associated with this alternative would be reduced. The No Project Alternative would not expose people to aircraft noise.

**Population and Housing:** The No Project Alternative would directly and indirectly induce population growth; however, this growth is consistent with forecasted growth for the city. Additionally, the No Project Alternative would accommodate the construction of new housing in the downtown area and would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

**Public Services:** Demand for services from the SDCSD and VUSD currently exceed the capacity of these service providers. Therefore, future development under the No Project Alternative would result in an increase in demand for police and school services that would have the potential to exceed the capacity of existing SDCSD or VUSD facilities requiring the construction of new facilities or substantial alterations to existing facilities, the effects of which could have significant environmental impacts. Implementation of the mitigation measures proposed in the PEIR would be required to reduce impacts under this alternative to a less than significant level. The VFD would have adequate facilities to serve future development in the SPA under No Project Alternative.

**Recreation:** The No Project Alternative would not result in the removal of existing recreational activities; however, the new recreational opportunities proposed under the DVSP Update would not be constructed under this alternative. The No Project Alternative would not aid the City in maintaining its goal of 4.49 acres of parkland for every 1,000 residents, but would accommodate new growth in the SPA consistent with existing plans. Therefore, future growth under the No Project Alternative would result in increased demand on existing recreational facilities and would result in a greater impact associated with the deterioration of these facilities. Impacts to existing recreational facilities under this alternative would be potentially significant. However, because the No Project Alternative would not require new recreational facilities to be provided in the SPA, it would result in fewer environmental impacts associated with the construction or expansion of recreational facilities in the SPA.

**Traffic and Circulation:** The No Project Alternative would accommodate less intensive growth in the downtown area as compared to the DVSP Update; therefore, increases in traffic would be somewhat reduced under this alternative. However, DVSP Update proposed roadway and intersection improvements would not be implemented under this alternative, resulting in a greater traffic impact as compared to the proposed project. The following intersections would operate at an unacceptable LOS without implementation of the DVSP Update:

- Melrose Drive/Olive Avenue (LOS E, PM Peak Hour)
- Santa Fe Avenue/E. Broadway (LOS E, PM Peak Hour)
- Pala Vista Drive/Santa Fe Avenue (LOS F, PM Peak Hour)
- Escondido Avenue/Santa Fe Avenue (LOS F, PM Peak Hour)
- Vale Terrace/Vista Way (LOS E, AM Peak Hour)
- Escondido Avenue/Eucalyptus Avenue (LOS F, PM Peak Hour)

Impacts would be anticipated to be significant and require mitigation. Less than significant impacts associated with potential hazards from traffic queuing at driveways would be reduced under this alternative because traffic would be reduced in the SPA as compared to the DVSP Update. Impacts associated with emergency access would be mitigated to a less than significant impact with mitigation measure *Haz-3*. Less than significant parking supply impacts would be similar under this alternative because future development under the No Project Alternative would be required to comply with existing parking regulations. The No Project Alternative would not conflict with the existing alternative transportation services provided in the SPA because future development under this alternative would be required to be compatible with existing land uses under SP #26.

**Utilities:** The No Project Alternative would not result in a significant impact associated with an increase in the demand for wastewater treatment or energy because adequate wastewater treatment and energy facilities are in place to serve development under the No Project Alternative. However, the No Project Alternative would not implement the stormwater improvements proposed in the DVSP Update that would remove the SPA from the 100-year floodplain. Therefore, stormwater facilities would be inadequate under this alternative and would result in a significant impact. Build-

out of the existing land uses proposed for SPA would result in a greater demand for water as compared to ultimate build-out of the land uses proposed under the DVSP Update, in part, because of the greater number of residential units allowed under the ultimate build-out of the existing General Plan and SP #26 (1,723 units) as compared to the number of units allowed under the build-out of the DVSP Update (1,680 units). Therefore, the No Project Alternative would result in a greater demand on water supply than the DVSP Update. Development under No Project Alternative would not exceed the capacity of Miramar Landfill and would not result in significant impact associated with solid waste disposal or compliance with AB 939.

#### **4. Summary:**

The No Project Alternative would accomplish only one of the twelve objectives identified for the DVSP Update, and would partially fill two others. The alternative would result in reduced impacts associated light or glare, consistency with air quality standards, biological resources, construction of new recreational facilities, and traffic hazards. However, this impact would result in greater impacts associated with GHG emissions, flood hazards, existing recreational facilities, increases in traffic, water supply, and stormwater facilities. Significant and unavoidable impacts to air quality, historical resources, conflicts with the General Plan, and increases in traffic would still occur under this alternative.

Additionally, upon completion of the 20-year build-out period, implementation of the DVSP Update is projected to generate a total of approximately 4.9 million dollars in property taxes. Build-out would also create over \$100,000 in annual sales tax revenue for the City. The No Project Alternative would result in reduced revenues for the City from property tax and sales tax revenues because total development would be reduced under this alternative. The proposed project is also projected to create approximately 3,500 new jobs from commercial/retail uses. The number of jobs would be reduced under the No Project Alternative because less commercial and retail development would be accommodated. The construction of the land uses accommodated under the DVSP Update would generate substantial revenue to the local economy and provide a significant number of construction-related jobs over the 20 year period until build-out of the Plan. The No Project Alternative would not generate as much revenue to the local economy or create the same number of construction jobs from project construction due to the reduced development that would occur under this alternative. Additionally, this alternative would not redevelop the downtown area to provide an entertainment and cultural destination for city residents. Therefore, the environmental advantages associated with this alternative do not outweigh the economic and social advantages of the proposed project.

### **B. Alternative 2: Reduced Project Alternative**

#### **1. Description**

The Reduced Project Alternative would implement the proposed DVSP Update; however, the area that the Plan would apply to would be reduced to the original SP #26 boundary. This area includes portions of PA-3, PA-1a, and PA-2. PA-4 and PA-1b would be eliminated under this alternative. The area-wide design and development plan, as well as the planning area specific design and development plans, for the three applicable planning areas (PA-1a, PA-2, and PA-3) would be implemented. In the original SP #26 boundary, the development densities that would be accommodated under the proposed DVSP Update would be accommodated by the Reduced Project Alternative; however, overall development would be reduced because the development accommodated under the DVSP Update outside of the SP #26 boundary would not be implemented under the Reduced Project Alternative. This alternative would reduce the size of the SPA by approximately 35 percent. Based on this reduction, the Reduced Project Alternative would accommodate a total of approximately 1,090 dwelling units and 1,706,155 SF of development, compared to 1,675 dwelling units and 2,624,854 SF of development under the DVSP Update. The



existing City General Plan would remain the applicable planning document for the area outside of the original SP #26 boundary (PEIR, Section 6.3.2).

## 2. Attainment of Project Objectives

The Reduced Project Alternative would meet six of the 12 project objectives identified for the DVSP Update, partially fulfill five other objectives, and would not meet one objective. This alternative would meet Objective 4 because it would implement the proposed landscape design guidelines in the reduced SPA. It would fulfill Objective 2 because it would identify design and development guidelines for the reduced SPA. This alternative would fulfill Objective 7 because it would create a Character Overlay Zone in the historic downtown area. The Reduced Project Alternative would fulfill Objective 9 because it would accommodate a variety of housing types, including mixed-use residential and live/work units. The Reduced Project Alternative would fulfill Objective 10 because it would implement the proposed design and development guidelines to increase public safety by clearly delineating pedestrian circulation, and would fulfill Objective 11 because it would implement the proposed sustainable development principles. The Reduced Project Alternative would partially meet Objective 1 because it would develop three, but not four, distinct planning areas. It would partially fulfill Objective 3 because it would accommodate new commercial and residential development opportunities, but not to the extent of the DVSP Update. The Reduced Project Alternative would partially fulfill Objectives 5 and 6 because it would implement some of the proposed circulation and infrastructure improvements identified for the DVSP Update, but only those proposed within the Reduced Project Alternative boundary. Objective 8 would be partially fulfilled because this alternative would improve pedestrian, bicycle and transit facilities and corridors surrounding the Vista Transit Center, but would not provide improved connectivity to the Escondido Avenue Sprinter Station. This alternative would not fulfill Objective 12 because it would not create an 18-hour activity area at the core of the SPA. The 18-hour activity area is proposed in PA-4, which is not included in the reduced SPA boundary.

## 3. Impacts

**Aesthetics:** The Reduced Project Alternative would result in less than significant impacts to scenic vistas and visual character and quality within the original SP #26 area because future development would not affect any designated scenic vistas and would enhance the overall visual character and quality of the downtown area. However, the areas outside of the original SP #26 would remain the same and would not be redeveloped with improvements to visual character. Therefore, impacts associated with visual character and quality would be increased as compared to the proposed project. Less than significant impacts associated with lighting and glare would be reduced under the Reduced Project Alternative because the total amount of development accommodated by this alternative would be less than the total amount accommodated under the DVSP Update.

**Air Quality:** The Reduced Project Alternative would result in less than significant impacts with regard to consistency with the applicable air quality plan because the Reduced Project Alternative would be consistent with or below SANDAG population forecasts utilized in the air quality plan. Additionally, the land uses accommodated under the Reduced Project Alternative do not typically result in the production of objectionable odors. Therefore, the Reduced Project Alternative would result in less than significant impacts to these issues. The Reduced Project Alternative would accommodate mixed-use development with the potential to expose sensitive receptors to TACs from nearby gas stations and dry cleaners. Mitigation would reduce impacts to below a significant level. The Reduced Project Alternative would result in reduced impacts in terms of consistency with air quality standards because build-out of the proposed SPA under this alternative would be reduced by approximately 35 percent. As a result, construction, operational, and vehicular emissions would be reduced; however,



development would still be likely to exceed the thresholds for significance, and mitigation measures similar to those proposed in the PEIR, would be required.

**Biological Resources:** The Reduced Project Alternative would have a reduced impact to Diegan coastal sage scrub, and the sensitive species supported by this habitat because the SPA under the Reduced Project Alternative would not include the Diegan coastal sage scrub on the edge of PA-1b. However, this alternative would have the potential to impact the exotic riparian woodland habitat located in PA-2, including the migratory species potentially supported by this habitat. Mitigation would be required to mitigate the potential impact to this habitat and associated migratory species. Additionally, future development adjacent to Buena Vista Creek or its tributaries would have the potential to result in a significant impact to a jurisdictional waterway; however, impacts would be reduced under this alternative because a large above-ground portion of Tributary 1 would not be located in the reduced SPA area. Implementation of this alternative would not conflict with adopted plans, policies, and regulations, including the North County MHCP or NCCP, because the reduced SPA is not identified for conservation as a BCRA or FPA in the North County MSCP and future development would be required to conform to the NCCP Guidelines.

**Climate Change:** The Reduced Project Alternative is reduced in scope compared to the proposed DVSP Update, would accommodate a smaller total build-out, and would implement the sustainability guidelines in the DVSP Update that would reduce GHG emissions compared to BAU. Therefore, GHG emissions from vehicular sources, energy consumption, water use, solid waste, and GHG emissions during construction and operation would be reduced under this alternative.

**Cultural Resources:** Development under the Reduced Project Alternative would have the potential to involve the demolition and/or remodeling of potentially significant historical buildings in the SPA or impact potentially significant archaeological resources or human remains during ground disturbing construction activities. Therefore, similar to the DVSP Update, the mitigation measures proposed in the PEIR would be required to reduce impacts. The discovery of human remains would comply with applicable State law and be less than significant, and impacts to paleontological resources would be less than significant because the underlying soils have low potential to contain paleontological resources.

**Geology and Soils:** The Reduced Project Alternative would result in less than significant impacts for geologic hazards, unstable soils, and expansive soils because future development would be required to comply with IBC and CBC standards and implement site-specific geotechnical investigation recommendations. Additionally, implementation of required BMPs would ensure that impacts associated with soil erosion would be less than significant.

**Hazards and Hazardous Materials:** Compliance with applicable regulations and submission of building plans to the VFD for review and approval would reduce to a less than significant level impacts associated with: 1) hazards to the public, environment, and nearby schools through the routine use, transport, disposal, or the accidental release of hazardous materials; and 2) impairment of emergency response and evacuation plans from construction-related road closures or detours. Future development under the Reduced Project Alternative would have the potential to result in significant impacts to persons or the environment as a result of previous land uses that utilized or generated hazardous materials or wastes. The mitigation measures proposed in the PEIR would be required to reduce impacts to a less than significant level.

**Hydrology and Water Quality:** Required compliance with the City's Stormwater Ordinance and Groundwater Ordinance would ensure that construction required for future development projects would not result in a significant impact to individual site hydrology. Impacts associated with flooding post-construction would be increased under the Reduced Project Alternative because the drainage

improvements within the reduced SPA boundary would not include the new Santa Fe drainage basin along Tributary 1 at the corner of Santa Fe Avenue and Monte Vista Drive. The SPA would continue to be located within the 100-year floodplain and a significant impact would occur. Implementation of BMPs according to the City's Stormwater Standards Manual, and compliance with the SUSMP through the Stormwater Ordinance, the City's Grading Ordinance, and required NPDES permits would reduce water quality impacts of the Reduced Project Alternative *during construction* activities and post-construction to a less than significant level.

**Land Use:** The Reduced Project Alternative would not result in an impact with regard to conflicts with neighboring land uses or the physical division of an established community because similar types of activities and uses would occur in the downtown area under both scenarios. The Reduced Project Alternative would result in reduced traffic impacts as compared to the DVSP Update; however, impacts associated with traffic would remain potentially significant and unavoidable. Therefore, the Reduced Project Alternative would result in a significant and unmitigable impact related to conflicts with traffic-related policies in the City's General Plan.

**Noise:** The Reduced Project Alternative would result in permanent increases in ambient noise levels from operation of new development and temporary noise impacts and groundborne vibration impacts from construction. Impacts would be potentially significant and the mitigation measures proposed in the PEIR would be required to reduce impacts to a less than significant level. Less than significant impacts to traffic noise would be reduced under this alternative because vehicle trips associated with this alternative would be reduced as compared to the DVSP Update. The Reduced Project Alternative would not expose people to aircraft noise.

**Population and Housing:** The Reduced Project Alternative would be consistent with forecasted growth for the city. Additionally, the Reduced Project Alternative would accommodate the construction of new housing in the downtown area and would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Impacts would be less than significant.

**Public Services:** Demand for services from the SDCSD and VUSD currently exceed the capacity of these service providers. Therefore, future development under the Reduced Project Alternative would result in an increase in demand for police and school services that would exceed the capacity of existing police and school facilities requiring new facilities or substantial alterations to existing facilities, the construction of which could result in significant environmental effects. Implementation of the mitigation measures proposed in the PEIR would be required to reduce impacts to a less than significant level. The VFD would have adequate facilities to serve future development under Reduced Project Alternative because the VFD has adequate facilities to serve the DVSP Update, and development would be reduced under the Reduced Project Alternative.

**Recreation:** This alternative would result in a less than significant impact associated with deterioration of existing recreational facilities because the Reduced Project Alternative would result in the development of some new recreational facilities in the reduced SPA which would aid the City in meeting its parkland goal by implementing the design and development guidelines that encourage recreational facilities throughout the SPA. Less than significant impacts associated with construction or expansion of recreational facilities would be reduced under this alternative because fewer facilities would be developed under the Reduced Project Alternative.

**Traffic and Circulation:** Impacts to roadway and intersection LOS within the Reduced Project Alternative boundary would be reduced as compared to the DVSP Update because the reduced SPA would not include traffic from development in PA-4 or PA-1b. However, traffic impacts would still be anticipated to be significant and unavoidable, even with implementation of the mitigation measures

proposed in the PEIR. The Reduced Project Alternative would mitigate impacts associated with traffic hazard from vehicles queuing at driveways with implementation of mitigation measure *Haz-3*. Parking supply impacts would be similar under this alternative because future development would be required to comply with parking requirements established in the DVSP Update. This alternative would not result in a conflict with existing alternative transportation services; therefore, impacts to alternative transportation under this alternative would be less than significant.

**Utilities:** The Reduced Project Alternative would not result in a significant increase in demand for wastewater treatment or energy that would require the construction or expansion of new facilities because adequate wastewater treatment facilities and energy infrastructure are in place to serve larger DVSP Update. However, the Reduced Project Alternative would not implement the stormwater improvements proposed in the DVSP Update that would remove the SPA from the 100-year floodplain; therefore, stormwater facilities would be inadequate to serve the development proposed and a significant impact would occur. The Reduced Project Alternative proposes similar land uses in a reduced SPA; therefore, impacts related to water supply would be less than significant, because adequate water supply exists to serve the larger DVSP Update. Development under the Reduced Project Alternative would not exceed the capacity of Miramar Landfill and would not result in significant impact associated with solid waste disposal or a conflict with AB 939.

#### 4. Summary

The Reduced Project Alternative would meet six of the 12 project objectives identified for the DVSP Update, and would partially fulfill five other objectives. This alternative would result in reduced impacts associated with construction of light or glare, consistency with air quality standards, biological resources, new recreational resources, and increases in traffic. However, this alternative would result in greater impacts associated with flood hazards and stormwater facilities. Significant and unavoidable impacts to air quality, historical resources, conflicts with the General Plan, and increases in traffic would still occur under this alternative.

Additionally, upon completion of the 20-year build-out period, implementation of the DVSP Update is projected to generate a total of approximately 4.9 million dollars in property taxes. Build-out is also anticipated to create over \$100,000 in annual sales tax revenue for the City. The Reduced Project Alternative would result in reduced revenues for the City from property tax and sales tax revenues because total development would be reduced under this alternative. The reduced project would accommodate a total of approximately 1,090 dwelling units and 1,706,155 SF of development, compared to 1,675 dwelling units and 2,624,854 SF of development under the DVSP Update. Therefore, development would be reduced by approximately 35 percent, which would reduce property tax revenue to approximately 1.7 million, and annual sales tax revenue to approximately \$65,000. The proposed project is projected to create approximately 3,500 new jobs from commercial and retail uses. The number of jobs would be reduced by approximately 35 percent (resulting in 1,225 fewer jobs) under the Reduced Project Alternative because less commercial and retail development would be accommodated. The construction of the land uses accommodated under the DVSP Update would generate substantial revenue to the local economy and provide a significant number of construction-related jobs over the 20 year build-out of the Plan. The Reduced Project Alternative would not generate as much revenue to the local economy or create the same number of construction jobs from project construction due to reduced development as compared to the proposed project. Additionally, this alternative would not include the development of an 18-hour activity area in PA-4 to provide an entertainment destination for city residents. Therefore, the environmental advantages associated with this alternative do not outweigh the economic and social advantages of the proposed project.

### C. Alternative 3: Expanded Street Configuration Alternative

#### 1. Description

Under this alternative, S. Santa Fe Avenue would not be narrowed to two lanes through PA-3. S. Santa Fe Avenue would be four lanes throughout the planning area and would include a median. Additionally, Olive Avenue would be extended across the NCTD railroad tracks to connect to W. Orange Street. The connection of Olive Avenue to Vista Village Way would be removed and Olive Avenue would end at a dead-end at Vista Village Way. This would encourage traffic to use Melrose Drive to connect to the neighborhoods northeast of the SPA, instead of S. Santa Fe Avenue. The proposed DVSP Update would be implemented under this alternative, including the SPA boundary expansion, all design and development guidelines, proposed land use densities, and public infrastructure and circulation improvements, with the exception of narrowing S. Santa Fe Avenue to two lanes through PA-3. Under the DVSP Update, S. Santa Fe Avenue would be narrowed to two vehicular lanes (one in each direction) to incorporate pedestrian circulation improvements and encourage walkability in PA-3. Under the Expanded Street Configuration Alternative, S. Santa Fe Avenue would be a major thoroughfare through the SPA (PEIR, Section 6.3.3).

#### 2. Attainment of Project Objectives

The Expanded Street Configuration Alternative would fully meet 10 of the 12 project objectives identified for the DVSP Update and partially fulfill the other two objectives. This alternative would fulfill Objective 1 because it would develop four distinct planning areas; Objective 2 because it would identify design and development guidelines for four distinct planning areas; Objective 3 because it would accommodate the same new commercial and residential development opportunities as the DVSP Update; Objective 4 because it would implement the landscape design guidelines for the SPA; Objective 5 because it would improve traffic circulation; Objective 6 because it would implement the proposed water, sewer and storm drain infrastructure improvements; Objective 7 because it would create a Character Overlay Zone to preserve the historic downtown area; Objective 9 because it would accommodate a variety of housing types; Objective 11 because it would implement the sustainable development principles; and Objective 12 because it would create an 18-hour activity area at the core of the SPA. This alternative would partially fulfill Objective 8 because it would not improve pedestrian, bicycle and transit facilities and corridors in PA-3 to the extent provided under the DVSP Update; and partially fulfill Objective 10 because it would implement design and development guidelines to increase public safety by clearly delineating pedestrian circulation in most of the SPA, but pedestrian circulation would not be greatly improved along S. Santa Fe Avenue in PA-3.

#### 3. Impacts

Because the DVSP Update design and development guidelines, proposed land use densities, and public infrastructure and circulation improvements would all be implemented under this alternative, with the only exception of narrowing S. Santa Fe Avenue to two lanes, most impacts under this alternative would be the same as those identified for the DVSP Update. Therefore, the discussion below focuses only on the impacts that differ under this alternative compared to the proposed project, which are the impacts related to traffic/circulation on S. Santa Fe Avenue. Impacts that would be the same under this alternative as those identified for the DVSP Update include aesthetics, air quality, biological resources, climate change, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, and utilities.

**Land Use:** The Expanded Street Configuration Alternative would not result in a conflict with neighboring land uses or the physical division of an established community because the same types of activities and uses would occur in the downtown area under both scenarios. Additionally, the



Expanded Street Configuration Alternative would result in fewer impacts related to consistency with adopted land use plans, policies, and regulations because the Expanded Street Configuration Alternative would result in fewer traffic impacts that would conflict with General Plan policies, as compared to the DVSP Update. The Expanded Street Configuration Alternative would result still result in a significant traffic impact prior to mitigation.

**Recreation:** The Expanded Street Configuration Alternative would not result in the removal of existing recreational activities. However, while most of the recreational facilities proposed in the DVSP Update would be constructed under this alternative, the Expanded Street Alternative would not encourage the mid-block pedestrian areas that would be encouraged under the DVSP Update because S. Santa Fe Avenue would remain a major thoroughfare and enhanced pedestrian paths to create pedestrian activity areas would not be implemented. Therefore, this alternative would not aid the City in meeting its parkland goals to the extent of the DVSP Update. The Expanded Street Configuration Alternative would result in fewer impacts associated with construction or expansion of recreational facilities because fewer facilities would be developed under this alternative in PA-3.

**Traffic:** The Expanded Street Configuration Alternative would accommodate the same amount of growth in the downtown area compared to the DVSP Update; therefore, increases in traffic would be the same under this alternative. However, the street configuration would be modified under this alternative. The Expanded Street Alternative would result in a significant impact to the following intersections:

- Melrose Drive/Olive Avenue (LOS E in AM Peak Hour, LOS F in PM Peak Hour)
- Santa Fe Avenue/E. Broadway (LOS F, PM Peak Hour)
- Santa Fe Avenue/Guajome Avenue (LOS E, PM Peak Hour)
- Pala Vista Drive/Santa Fe Avenue (LOS F, AM and PM Peak Hour)
- Escondido Avenue/Santa Fe Avenue (LOS F, PM Peak Hour)
- Vale Terrace/Vista Way (LOS E, AM Peak Hour)
- Escondido Avenue/Eucalyptus Way (LOS F, PM Peak Hour)

The DVSP Update would also result in a significant impact to these intersections; however, the significant impact to each intersection would be reduced under the Expanded Street Configuration Alternative, with the exception of the Melrose Drive/Olive Avenue intersection. Additionally, the Expanded Street Configuration Alternative would not result in a significant impact to the Santa Fe Avenue/Main Street intersection or the Escondido Avenue/Postal Way intersection. The DVSP Update would significantly impact both of these intersections. Therefore, impacts associated with increases in traffic volumes would be reduced under this alternative. However, mitigation measures **Tra-1**, **Tra-3** through **Tra-5**, **Tra-7**, and **Tra-8** would still be required to reduce impacts under this alternative. All impacts to these intersections would be reduced to below a level of significance with mitigation under the Expanded Street Configuration Alternative.

This alternative would reduce impacts associated with emergency access to a less than significant level with implementation of mitigation measure **Haz-3**. Parking supply impacts under this alternative would be similar to the DVSP Update because future development under this alternative would be required to comply with the parking requirements proposed in the DVSP Update. Impacts associated with alternative transportation would be slightly greater under this alternative because improvements to pedestrian facilities along S. Santa Fe Avenue in PA-3 would be fewer under the Expanded Street Configuration Alternative.



#### **4. Summary**

The Expanded Street Configuration Alternative would fully meet 10 of the 12 project objectives identified for the DVSP Update and partially fulfill the other two objectives. This alternative would result in reduced impacts associated with conflicts with the General Plan, construction of new recreational facilities, and increases in traffic. However, this alternative would result in greater impacts associated with existing recreational facilities and alternative transportation. Significant and unavoidable impacts to air quality and historical resources would still occur under this alternative.

Additionally, upon completion, implementation of the DVSP Update is projected to generate a total of approximately 4.9 million dollars in property taxes. The Expanded Street Configuration Alternative would result in the same revenues for the City from property tax revenues because total development would be the same under this alternative. Additionally, this alternative would also be expected to create approximately 3,500 new jobs from commercial and retail uses, generate substantial revenue to the local economy, and provide a significant number of construction-related jobs over the 20 year build-out of the Plan, similar to the proposed project. However, this alternative would not provide enhanced pedestrian facilities along S. Santa Fe Avenue. This would reduce the revenue generated by redevelopment along S. Santa Fe Avenue compared to the proposed project by making the businesses along this commercial corridor less accessible to pedestrian traffic. As a result, build-out would create less than \$100,000 in sales tax revenue per year for the City. Additionally, the lack of improved pedestrian facilities along this corridor would not achieve the City's goal to promote the S. Santa Fe Avenue corridor as a cultural destination in the SPA. Therefore, the environmental advantages associated with this alternative do not outweigh the economic and social advantages of the proposed project.

#### **C. Environmentally Superior Alternative**

CEQA requires a PEIR to identify the environmentally superior alternative. If the environmentally superior alternative is the No Project Alternative, CEQA requires that the PEIR identify an environmentally superior alternative among the other alternatives (State CEQA Guidelines Section 15126.6[e][2]).

The Reduced Project Alternative is the environmentally superior alternative, since it would reduce impacts associated with *nighttime lighting, air quality, biological resources, recreational facilities and traffic*, as compared to the proposed project. The Reduced Project Alternative would achieve the DVSP Update goals to implement landscape design guidelines, identify design and development guidelines, accommodate a variety of housing types, increase public safety by clearly delineating pedestrian circulation, implement the proposed sustainable development principles, and create a Character Overlay Zone. It would only partially fulfill the goals to develop four distinct planning areas, accommodate new commercial and residential development opportunities, improve circulation and *infrastructure*, and improve pedestrian, bicycle and transit facilities and corridors. This alternative would not fulfill Objective 12 to create an 18-hour activity area at the core of the SPA. Additionally, this alternative would result in a greater impacts associated with alternative transportation as compared to the DVSP Update.

### **VII. FINDINGS REGARDING OTHER CEQA CONSIDERATIONS**

#### **A. Growth-Inducing Impacts of the Project**

As required by the State CEQA Guidelines, a PEIR must include a discussion of the ways in which the proposed project could directly or indirectly foster economic development or population growth, or the construction of additional housing and how that growth would, in turn, affect the surrounding environment (Section 15126.2[d]). Growth can be induced in a number of ways, including the

elimination of obstacles to growth, or through the stimulation of economic activity within the region. The discussion of removal of obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval. According to State CEQA Guidelines Section 15126.2(d), "it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

The DVSP Update would have the potential to directly influence population in the Vista community by accommodating 1,270 new residential units in the SPA, compared to existing conditions, for a total of 1,675 residential units. SANDAG projects the number of housing units in the city to increase 16 percent between 2004 and 2030, from 30,169 to 34,945. The 1,270 units accommodated by the buildout of the DVSP Update would account for approximately 3.6 percent of the total dwelling units projected in the city. SANDAG projects a total population of 115,768 in the city by 2030, or approximately 3.3 persons per dwelling unit. Therefore, buildout of the additional 1,270 residential units accommodated by the DVSP Update would accommodate population growth of approximately 4,191 people in the DVSP Update area compared to existing conditions. Growth in the DVSP Update area would represent approximately 3.6 percent of the total population of the city.

The DVSP Update would accommodate an additional 1,866,737 SF of commercial, retail, and office development. Therefore, it would have the potential to directly generate jobs and economic activity in the SPA. Additionally, based on a factor of 3.3 persons per dwelling unit, implementation of the DVSP Update would have the potential to generate approximately 4,191 residents. The estimated 4,191 residents that would be added within the SPA would incrementally increase economic activity. The residents would primarily be served by the commercial and retail development accommodated in the DVSP Update. However, residents may generate some activity in retail establishments in the areas surrounding the SPA and may generate new demand for such services as landscaping, gardening, and home cleaning and maintenance. The population that would be potentially generated by buildout of the DVSP Update constitutes approximately 3.6 percent of the projected population of the city for 2030, which SANDAG forecasts as approximately 115,768 persons. As stated above, project residents are would primarily draw of services provided by implementation of the DVSP Update. Activity generated for services outside of the SPA would be expected to draw on existing retail and commercial services already available in the area rather than inducing new service providers to relocate to the area. As a result, no significant physical effects are expected to result from economic growth generated by the DVSP Update, other than the commercial and retail growth accommodated directly by the DVSP Update. The DVSP Update is expected to have beneficial economic effects on local retailers and service providers already located in the SPA because of the resulting additional activity.

The DVSP Update does not meet other criteria for being considered growth inducing because it would not remove obstacles to growth or encourage growth through the provision of new and essential public services or access opportunities. Implementation of the DVSP Update would include improvements to public services infrastructure; however, these improvements would serve buildout of the SPA. The SPA is already served by public services including water and sewer service. Implementation of the DVSP Update would not extend public services into an area where these services were previously unavailable. Nor would it result in urbanization of land in a remote location, resulting in "leapfrog" development. The DVSP Update area is located in an urbanized area that is served by an existing network of electricity, water, sewer, storm drain, communications, roadways, and other infrastructure.

## **B. Significant Irreversible Environmental Effects**

Section 15126.2(c) of the State CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project. Specifically, Section 15126.2(c) states:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. *Irretrievable commitments* of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project involves uses in which irreversible damage would result from any potential environmental accidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Implementation of the DVSP Update would result in the commitment of commercial, retail, office, municipal, and residential uses in the SPA. While the existing SPA is currently developed with these land uses, implementation of the DVSP Update would result in the redevelopment of existing development as well as an overall increase in development intensity. Restoration of the SPA to pre-developed conditions would not be feasible given the degree of disturbance, the urbanization of the SPA in the existing condition, and the level of capital investment that would result from implementation of the DVSP Update.

Resources that would be permanently and continually consumed by implementation of the DVSP Update include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in significant environmental impacts or the unnecessary, inefficient, or wasteful use of resources because future development would be required to meet all applicable law regarding use of resources such as CCR Title 24, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings*. Additionally, future residents would be required to comply with any regulations regarding use of resources, such as drought condition water conservation measures implemented by the VID. Construction activities related to the DVSP Update, though previously analyzed, would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobiles and construction equipment.

With respect to operational activities associated with implementation of the DVSP Update, compliance with all applicable building codes, as well as PEIR mitigation measures, would ensure that all natural resources are conserved to the maximum extent practicable. It is also possible that new technologies or systems would emerge, or would become more cost-effective or user-friendly, to further reduce the project reliance upon nonrenewable energy resources.

The State CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the proposed project. Implementation of the DVSP Update would allow for the development of land uses, such as commercial and manufacturing facilities, that commonly store, use, and dispose of hazardous materials. Compliance with applicable federal, State and local hazardous materials regulations such as the Emergency Planning and Community Right-to-Know Act, the California HSC, CCR Title 23, the Aboveground Petroleum Storage Act, California Accidental Release Prevention Program, and the Hazardous Materials Building Plan requirements of the County Department of Environment Health would ensure that the DVSP Update would not result in irreversible environmental damage related to the reasonable foreseeable accidental release of hazardous materials.

### **VIII. CERTIFICATION OF THE PEIR**

Pursuant to Public Resources Code § 21081 and State CEQA Guidelines § 15090, the City certifies that:

1. The PEIR is an accurate and objective statement that fully complies with CEQA and the State CEQA Guidelines;
2. As the decision making body for the City, the PEIR was presented to the City Council and the City Council reviewed it and considered the information in the PEIR prior to approving the Project; and
3. The PEIR reflects the City Council's independent judgment and analysis.

The City further finds that no comments or responses to comments made during or after the review period for the PEIR, and received prior to the adoption of these Findings, or made during any other public hearing on the Project, rise to the level of significant new information requiring recirculation or additional environmental review pursuant to State CEQA Guidelines § 15088.5.

### **IX. FINDINGS REGARDING MITIGATION MONITORING AND REPORTING PLAN**

As required by Public Resources Code § 21081.6, the City, in adopting these Findings, also adopts a Mitigation Monitoring and Reporting Plan (MMRP). The MMRP is designed to ensure that, during the Project, the City and all other responsible parties will comply with the mitigation measures adopted in these Findings. The City Council hereby find that the MMRP, which is incorporated herein by reference, meets the requirements of Public Resources Code § 21081.6.

### **X. CUSTODIAN OF RECORDS**

The location of the documents or other materials which constitute the record of proceedings upon which the City's decision is based is the City's Community Development Department located at 600 Eucalyptus Avenue, Vista, CA 92084. The custodian for such records is the Community Development Director at the same address.

### **XI. STAFF DIRECTION**

City staff is directed to file a Notice of Determination with the County of San Diego within five working days of final Project approval.



## EXHIBIT C

### STATEMENT OF OVERRIDING CONSIDERATIONS FOR DOWNTOWN VISTA SPECIFIC PLAN UPDATE PROJECT CEQA (PRC § 21081(b)) STATE CEQA GUIDELINES (CCR §15093) State Clearinghouse (SCH) No. 2009061018 March 11, 2010

The City of Vista ("City") hereby adopts the following Statement of Overriding Considerations for the Downtown Vista Specific Plan (DVSP) Update project pursuant to Public Resources Code (PRC) § 21081 and State CEQA Guidelines § 15093. The Final Program Environmental Impact Report ("PEIR") for the project identifies significant environmental effects that would not be mitigated to below a level of significance and that would be allowed to occur as a result of project approval by the City Council. The City finds that, although potential project-related impacts have been avoided or substantially mitigated as described in the PEIR and the Findings adopted by the City pursuant to State CEQA Guidelines § 15091, the project will have significant, unavoidable environmental impacts in the following areas: air quality, cultural resources, land use, and traffic.

The City, after balancing the specific economic, legal, social, technological or other benefits of the project, including considerations for the provision of employment opportunities, determines and finds that the unavoidable adverse environmental effects may be considered "acceptable" due to the following specific considerations.

The primary goal of the DVSP Update is to stimulate reinvestment in older and underutilized properties to provide housing and commercial uses that would result in the re-creation of a dynamic downtown area. The DVSP Update would be used as a tool to guide and direct new redevelopment, economic development, streetscape and traffic improvements, parking, pedestrian amenities, and mixed land uses in the Specific Plan Area (SPA). The project would develop four distinct planning areas within the SPA, each of which provides specific types of development opportunities. A total of 1,270 new dwelling units and 1,866,737 additional square feet (SF) of development is proposed for the SPA, compared to the existing condition.

Through implementation of the project, the DVSP Update will result in the following benefits to the SPA and surrounding areas, and the City as a whole:

#### 1) Employment Benefits

- a) Employment-Generating Land Uses. The DVSP Update would create new employment opportunities in the City of Vista. The project proposes commercial/retail, office, industrial, institutional, and service-oriented uses that would create a variety of employment opportunities.



- b) New Positions. The total number of jobs anticipated to be created by the proposed project is approximately 3,500 jobs from commercial/retail uses.
- c) Persons Benefitting From New Employment Opportunities. Those that would benefit from employment from development under the DVSP Update would range from students at local high schools or colleges filling part-time positions, students and adults filling full-time positions, skilled tradesmen filling certain industrial and commercial positions, and professionals filling commercial, office, and institutional positions. Persons that live in the residential portion of the SPA would be prime candidates for employment opportunities created by the redevelopment of the SPA.

## 2) Economic Benefits

- a) Construction-related Revenues. The construction of development under the DVSP Update would generate substantial revenue to the local economy and provide a significant number of construction-related jobs over a 20-year construction period.
- b) Benefits to Local Businesses. The existing businesses in the downtown area and surrounding area are expected to benefit from the increased residential activity accommodated by the proposed project, and from the visitors generated from the revitalization of the area as a commercial/retail and entertainment destination.
- c) Property Tax Revenue. Build-out of the DVSP Update is projected to create roughly \$245,355 in property tax revenue per year for the City.

### *Property Tax Analysis*

#### Assumptions:

Projected Gross Property Sales Revenue	\$466,684,250
Property Tax Rate	1.05148%
<hr/>	
Estimated Total Property Tax Over 20-Year Build-out Period	\$ 4,907,092

- d) Sales Tax Revenue. Over the 20 year build-out period, it is anticipated that the DVSP Update area could generate an additional 1,866,737 SF of commercial/retail space. In addition to the property tax revenues to be generated, the DVSP would also generate significant sales tax dollars. It is estimated that based on industry standards for revenue per square foot, over \$100,000 annually would be generated on a non-inflated basis.

## 3) Redevelopment Benefits

- a) Dynamic Downtown Area. The primary goal of the DVSP Update is to stimulate reinvestment in older and underutilized properties to provide housing and commercial uses that would result in the re-creation of a dynamic downtown area.
- b) Smart-Growth Community. The DVSP Update would enhance the downtown area and renew interest and activity in the area by creating a place where residents can live, work, shop, and play. The redevelopment proposed by the DVSP Update would encourage residents in the SPA to shop and play in their community by providing attractive amenities close to home.

- c) Commercial Destination. Visitors from the surrounding areas would be encouraged to visit the SPA because it would provide a variety of commercial, retail, and entertainment opportunities in one area. The DVSP Update would create new shopping and entertainment destinations throughout the SPA. Specifically, the DVSP Update would create a cultural center along S. Santa Fe Avenue with an artistic, creative feel that would include specialty shops, art galleries, ethnic restaurants, and other complementary uses and would provide a unique destination within the City.
- d) 18-Hour Activity Area. An 18-hour activity would be created by providing a variety of residential development types and commercial uses in the core of Planning Area 4 (PA-4), including major retailers, restaurants with outdoor dining, and large public spaces to encourage business throughout the day and evening.

#### 4) Aesthetic Benefits

The area-wide and planning area-specific design and development plans proposed in the DVSP Update would enhance the visual character and quality of the SPA, as discussed below for each planning area.

- a) Area-wide: The area-wide plan sets general site development standards that apply to all uses within the SPA. The general development standards that would create a cohesive and enhanced visual quality in the SPA include the following:
  - General operating standards for storage, outdoor uses, light and glare, outdoor storage, parking, outdoor cooking, fences and walls, landscaping and parking/loading
  - Standards for specific land uses including parking structures and garages, retail and entertainment development, mixed-use development, and work/live development
  - Sign standards
  - Nonconforming lots, structures and uses
  - Development review procedures

Typical design guidelines include requirements for high quality development, preservation of historic or culturally significant elements, and avoidance of features that would create pedestrian or vehicular conflicts. Landscape requirements are also included to soften the appearance of building facades and hard surfaces, and provide shade for residents and visitors.

- b) Planning Area 1 (PA-1): Landscape guidelines are proposed for this planning area which would result in a consistent street landscape design. This planning area would provide gateway entry and exit points to and from the SPA. A compact mix of land uses is encouraged that would improve connectivity between the historic district and surrounding land uses. The Character Defining Elements and Guidelines for PA-1 include an architectural design that complements the architectural styles of the surrounding areas. A Character Overlay Zone would apply to a portion of PA-1, which would preserve and enhance the historic character and visual quality of the downtown area by maintaining the ambience and design context of the historic downtown area.

- c) Planning Area 2 (PA-2): The community design plan for this area includes landscaping that would build upon existing plant material and hardscape already found in the planning area, and would improve and enhance visual connectivity between the Civic Center, retail, office, and housing development within the planning area. Additionally, improvements to landscaping and architectural design would enhance the visual quality of public views in this planning area. Since PA-2 would serve as a community node that offers civic, office, entertainment, restaurant, and retail uses, particular emphasis would be given to Vista Village Drive in order to create a continuous bold streetscape that starts from SR-78.
- d) Planning Area 3 (PA-3): The DVSP Update promotes the redevelopment of the streetscape of S. Santa Fe Avenue in this planning area to be highly walkable. Building façade and streetscape improvements are proposed, as well as the undergrounding of the utility lines. Landscape features would be used along pedestrian paths, within alley-like development, and in front of proposed shops, art galleries, ethnic restaurants, live-work units, and other complimentary uses.
- e) Planning Area 4 (PA-4): PA-4 would be improved by concentrating amenities near the Escondido Avenue Sprinter station, which would promote walkability. The visual quality of PA-4 would also be enhanced by implementation of new coordinated landscaping and building design, architectural design, and pedestrian access guidelines. A key guiding principle for this planning area is to foster stronger functional and visual connections between the S. Santa Fe Avenue corridor through enhanced pedestrian and bicycle utilization and vehicular accessibility. New development throughout the planning area would have a cohesive architectural theme or style.

## 5) Recreational/Public Space Benefits

- a) New Recreational Resources. Implementation of the DVSP Update would include development of activity centers and public areas that are anticipated to enhance the SPA as a recreational experience for visitors and residents. Several land uses that include public open space would be permitted in all planning areas under the DVSP Update: parks, public open space, and trails. Implementation of the DVSP Update would aid the City in maintaining its goal of providing 4.49 acres of parkland for every 1,000 residents.
- b) Public Space Development Requirements. The DVSP Update requires that destination retail/entertainment development must provide usable exterior publicly accessible amenities which may include any combination of seating, public art, water features, and usable landscape area. The standards for mixed-use projects require outdoor space to be a minimum of 400 SF. The design guidelines for all residential developments include a requirement for residents to have access to usable open space for recreational and social activities.
- c) Commercial/Retail Uses. The proposed project would provide approximately 1,866,737 SF of new commercial/retail space that would include large commercial centers, retail shops, restaurants and other entertainment, and offices.

The City finds that there is substantial evidence in the administrative record of benefits to employment, economic effects, redevelopment, aesthetics, and the recreational/public space which would directly result from approval and implementation of the project. The City finds that the need for these benefits specifically overrides the impacts of the project on air quality, cultural resources, land use, and traffic and thus the adverse effects of the project are considered acceptable.